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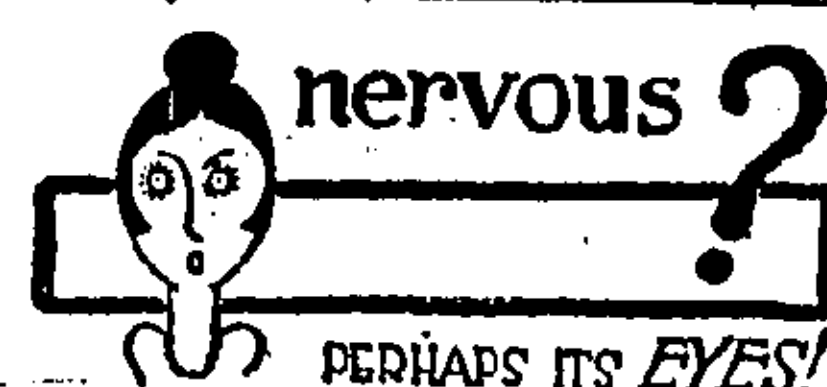
MITSUI BUSSAN KAISKA, LTD.

# China Mail

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TO-DAY'S DOLLAR. — The  
closing rate of the dollar on  
demand, to-day was 1/8 9/16.

No. 27,336 HONG KONG, THURSDAY, NOVEMBER 14, 1929. PRICE \$3.00 Per Month.



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## HONG KONG'S GREAT INNINGS

OWEN HUGHES SCORES A CENTURY

### UNSELFISH COMRADES

### COLONY'S COMMANDING LEAD OVER MALAYA

Hong Kong extended the overnight lead of 30 over Malaya to 155 runs to-day, the second day in the last match of the Interport cricket triangular tournament, thereby rendering bright the prospects of a double victory.

The feature of the play, however, was the innings of Harry Owen Hughes, who has been "capped" regularly since coming to the Colony a few years ago. He made 108 by brilliant batting and, in the twelfth encounter between Hong Kong and Malaya, became the first player to compile a century against the Southerners.

Play was interesting throughout the morning, the last four batsmen giving the hero valuable — and unselfish — assistance to add 125 runs to the total when stumps were drawn yesterday.

### INTERESTING PLAY

With the score at 178 for six wickets, Hong Kong resumed batting at 10.40 a.m. to-day. Owen Hughes (29 not out) went out with Anderson (who had not scored overnight) and faced Bostock Hill's bowling from the Law Courts end. Mr. D. W. Lench, the Shanghai captain, undertook the duty of umpire with Mr. A. O. Brawn. Mr. H. R. B. Hancock, the local captain who is standing down under medical orders, was scorer for Hong Kong.

In Bostock Hill's first over, Owen Hughes hit two fours, both to leg, sending the 180 up on the board and entering the thirties himself.

Smith, the fast bowler, was put on by Braddell at the Dockyard end. Anderson had a single off him; then Owen Hughes had one; Anderson finally swept a short ball to the on boundary, and the 190 was hoisted. Picking to Smith, Jansen was transferred from this slip to extra cover, his place being taken by Hopkins.

Three singles were scored off Bostock Hill's second over, Owen Hughes reached 40 with a stylish off drive along the ground.

**200 ON BOARD**  
Ten minutes after the start, the 200 arrived, thanks mainly to Owen Hughes, who ran three from a straight drive off Smith, the latter bowling without a long field.

Even Wong rendered yeoman service behind the stumps, stopping two awkward deliveries by Smith on the leg side. Hopkins, at mid-off, felled a hot shot from Owen Hughes and was also applauded. Smith then bowled with the new ball (200 having been scored) to Anderson and made good use of it. The youngster, however, brought off a fine drive through the covers which just reached the boundary. With this stroke, Anderson entered double figures, having then batted 15 minutes.

**CHANGE OF BOWLING**  
The total stood at 208 when Hopkins relieved Bostock Hill with the ball.

With a single off Smith, Owen Hughes had 50 to his account and the 210 was signalled. He had batted an hour and five minutes, not giving a chance thus far, and had scored 21 in 20 minutes this morning.

**LAL SINGH**  
Lal Singh was given the ball at 212 on Smith being taken off. Anderson had a single off the last ball of his opening over and thus faced Hopkins who had made the ball come across a lot when trundling to Owen Hughes. Hopkins' over was a maiden. The double change of bowling had caused the batsman to become less enterprising. Lal Singh also bowled a maiden to Owen Hughes.

**BREAK FROM LEG**  
Hopkins then bowled Anderson with a break from the leg which rose and hit the top of the middle stump. Seventh out, at 212, Anderson contributed 12, including two fours, in 35 minutes, his partnership with Owen Hughes realised 35 runs.

Wyatt was next man in. He scored a single and then Owen Hughes pulled a four to leg, the first boundary off Hopkins to-day.

**WELL-TAKEN**  
The 220 arrived after 40 minutes' play to-day, the innings having lasted 190 minutes in all. Then Wyatt hit the Sikh bowler to the on boundary. A rising ball from the latter appeared to touch Wyatt's gloves and he was well taken by Wong, the wicket-keeper. Eight wickets down for 224 runs, Wyatt claimed six. Forty-six had been put on in three-quarters of an hour this morning for the loss of two wickets.

Reid, the left hander, was in next and he batted cautiously in an endeavour to keep his end up for Owen Hughes, who had made progress slowly after attaining to the half century.

**HUGHES' FINE PLAY**  
Knight was put on to bowl in place of Hopkins. His first delivery was short and Owen Hughes put it to fine leg for four, sending the 230 up and reaching 60 himself (after 55 minutes' play to-day, or 100 minutes in all). Owen Hughes had passed his 61 against Shanghai and was already the highest scorer for the local team.

**CUT THROUGH SLIPS**  
Battling 15 minutes before he opened his account, Reid pulled an overpitched one from Knight to fine leg for four. A cut through the slips off Lal Singh by Owen Hughes sent the 240 up. A two off Knight made Owen Hughes 70; he had batted an hour to-day (for 41) and 1½ hours in all.

At 242 Jansen substituted Lal Singh and beat Reid—and the stumps as well—with his first ball; and bowled a maiden.

**STRAIGHT DRIVE**  
A four (by a straight drive) and another (over the slips) off consecutive deliveries by Knight, by Owen Hughes, gave Hong Kong 250 (after 220 minutes' play in all).

Bostock Hill returned to the attack with the score at 254. Owen Hughes reached his 80 after two hours' batting. Gibson was then applauded for stopping two big hits in front of the public stand.

**BALL MISTIMED**  
Reid mistimed a sl v one from Bostock Hill and was out lb.w. Nine wickets down for 261 runs. In a stay of 35 minutes, the left hander helped Owen Hughes to put on 37 runs.

Last man in was Bowker. A boundary bye had been conceded and Owen Hughes had scored a single. Then he sent Bostock Hill to the boundary and had 90 up, the total then being 270. A four by way off a square cut off the same bowler and Hong Kong had passed the previous "highest aggregate" of 272 compiled against Shanghai.

**A FULL TON**  
Bowker was in 16 minutes before he scored a four, from a full toss sent down by Jansen. The total was now 278, 100 runs having been added in 95 minutes to-

## SAD DEATH OF LOCAL POLICE OFFICER

PASSING IN HOSPITAL AFTER SUDDEN ILLNESS  
FUNERAL TO-DAY

The death occurred at the Kowloon Hospital, at about 6.45 this morning, of Lance Sergeant Frank Douglas Probert, of the Hong Kong Police Force. The cause of death was stated to be diabetic coma.

A native of Didgeley, North Wales, Sergeant Probert, who was only 29 years old, joined the Police Force on August 29, 1924, having previously served for seven years in the Grenadier Guards. He was a Lewis gun and signalling instructor, and a capable officer.

Seriously ill He was stationed at Lokmachau Station, in the New Territories, when he became seriously ill on November 12 and was admitted to the Kowloon Hospital at about noon. In spite of every attention that was given him, Sergeant Probert sank rapidly, and death supervened this morning.

A sad aspect of the young Sergeant's death was that he got married at Home whilst on leave recently and brought his bride back with him, arriving here on August 15 last. Since his return from leave Sergeant Probert had been at Lokmachau, his wife living with him in the New Territories. Much sympathy is felt for the young widow.

The funeral takes place this afternoon, passing the Monument at 5 p.m.

| Degrees                        |    |
|--------------------------------|----|
| Temperature, 10 a.m., to-day   | 67 |
| Temperature, 4 p.m., yesterday | 73 |
| Humidity, 10 a.m., to-day      | 59 |
| Humidity, 4 p.m., yesterday    | 50 |

## PREMIER SHOT DEAD

Bagdad, Yesterday.  
Sir Abdul Muhisin, Premier of Iraq, was found shot dead to-day. So far no explanation has been given.—Reuter.

day for the loss of three wickets. Another two, off Lal Singh (who had substituted Bostock Hill) and Owen Hughes, had his much-coveted century. He had been in for 130 minutes. This was the first century of the triangular tournament and the second of the local season, Owen Hughes having made the first in the Interport trials. A boundary bye followed, the total then being past 280 when Smith took the place of Jansen.

**ALMOST OUT**  
Bowker failed to get hold of a full toss from Smith and gave a catch to Jansen at mid-on, but the ball was dropped.

The 290 appeared in 250 minutes.

**STRAIGHT DRIVE**  
At 299 Hopkins bowled in place of Lal Singh. Hopkins purposely bowled short but Bowker made a straight drive off his third ball to put the 300 on the board after 255 minutes' play.

Lal Singh went on at the Dockyard end, displacing Smith. With his first ball, he bowled the century with a break from the off which hit the leg stump.

**H.K. INNINGS**  
Hong Kong's innings amounted to 303 runs in 280 minutes; 125 runs were added by the last four wickets to-day in 110 minutes. Bowker made 11. The 10th wicket partnership brought 42 runs in half an hour.

Owen Hughes had 29 in 45 minutes yesterday and 79 to-day, totalling 108 in 155 minutes. Scoring with freedom all round the boundary, Owen Hughes reached the century on no fewer than 15 occasions. It was a delightful innings, rendered all the more distinguished because not a real chance was given.

(Continued on Page 9.)

## JAPANESE AERIAL MANOEUVRES

SPECTACULAR AIR BATTLES TO BE STAGED THIS MONTH

AERIAL SCOUTING

Tokyo, Oct. 26.  
More than 100 aeroplanes will participate in the military manoeuvres to start in Ibaraki Prefecture November 15, continuing for four days. Especial attention will be paid to aerial scouting, defence and attack during the war games, according to newspaper reports.

Two armies, an Eastern and a Western, will participate in the manoeuvres. General Inoue will command the Eastern Force, consisting of the first and second brigades, the first cavalry brigade, a field artillery regiment, and other units of the Imperial Bodyguard Division and the first and second infantry brigades and other units of the First Army Division.

The Western Force, consisting of the 101st infantry brigade of yesterday, will be especially organised for the manoeuvres, the 27th and 28th infantry brigades of the 14th Army Division and other units of that Division will be commanded by General Hanzo Hanaya.

Aviation units will be grouped into two Flight Divisions to match their strength against the guns of the First Anti-Aircraft Regiment.

High army officers will attend the manoeuvres and the Emperor himself may hold a Grand Review on the termination of the trials.

Inter-divisional military manoeuvres this year will be held in Kyushu, lasting a week.

## NOT A WATCHMAN?

To-day Peraz Khan was at the Kowloon Magistracy summoned for failing to produce his watchman's licence book when called upon to do so by a Police officer.

Defendant denied that he was head watchman employed by the American Mail Line.

Mr. A. E. Hall, who appeared for the defence, submitted that a letter produced by the Police officer to show that his client was a watchman employed by the firm mentioned was not evidence.

The Magistrate adjourned the case for a week in order that the writer of the letter might appear as a witness for the prosecution.

## SHAMSHUPO BURGLARY

To-day Tso Hon-pun, an unemployed native of Pun U, was at the Kowloon Magistracy, charged with breaking and entering the first floor of 137, Tung Choi Street, Shamsuipo, with intent to commit a felony, on November 10.

After evidence had been given by the shop foks, the Magistrate convicted the accused and sentenced him to three months' hard labour. Sergt. Carruthers prosecuted on behalf of the Police.

## THE PRINCIPLE MATTERS

For the theft of a jacket, worth 50 cents, from a shed opposite 24 Nanking Street, Yaumati, a Chinese, stated to be unemployed, was at the Kowloon Magistracy to-day sentenced to six weeks' hard labour.

Mr. Whyte-Smith remarked that in this case the value of the jacket did not really matter, as the defendant would have taken what he could.

## RAID ON HUT

Four Chinese were at the Kowloon Magistracy this morning before Mr. T. S. Whyte-Smith arraigned on charges of armed robbery at an unnumbered hut on the Ma Tau Kok Road.

Detective Inspector C. P. Fallon, applied for a week's formal remand, in order to make enquiries, which was granted.

## CRIME BENEFITS POOR

To-day a fine of \$1 was imposed on a Chinese at the Kowloon Police Court, for gambling at "Pal Kau" in a public street.

The sum collected, 50 cents, was ordered to be given to the Poor Box. It was stated that there were ten others with the defendant, but they managed to escape.

The birthday of Sir Guroo Nank Dev, JI will be celebrated at the Sikh Temple on Saturday. Heads of Departments and private firms are being requested to grant a holiday on that day to their Sikh employees.

## THE NAVAL BASE

LABOUR TO SUSPEND ALL WORK

## HONG KONG'S PART MONEY USED UNDER FALSE PRETENCES?

London, Yesterday.  
In the House of Commons to-day Mr. A. V. Alexander, announced that the Government had decided, pending the five power conference, that work already contracted for Singapore shall be slowed down as much as possible. All work that can be suspended shall be suspended, and no new work shall be started pending the result of the conference.

**HEAVY EXPENSE**  
In reply to questions he pointed out that the Labour administra-



Mr. A. V. Alexander

tion of 1924 decided to abandon the base at Singapore, but since then the late Government's action had altered the situation very materially. The floating dock had been provided at heavy expense and in 1928 a contract signed for the building of a large graving dock at the cost of approximately \$4,000,000. Moreover, the bulk of expenditure so far had been met by contribu-

## HUGHES' CENTURY

Local Players Fine Record For Colony

Owen Hughes made 108 to-day in the Interport Cricket match against Malaya.

The last time a Hong Kong player compiled a century in an Interport game was in May, 1923 when T. E. Pearce made 145 not out in Shanghai.

Captain E. I. M. Barrett of Shanghai made the last century in Hong Kong in an Interport. J. A. Quayle of Shanghai was the last batsman to reach three figures against Malaya but no Hong Kongite has accomplished the feat before.

tions from Hong Kong, the Malay States, and New Zealand, which at the end of the present financial year totalled 22,118,000 together with free gift of a site by the Straits Settlements.

Mr. Alexander said that the question of the use of this base may be affected by the forthcoming naval conference, therefore the Government had decided as cable. Asked whether the Dominions were consulted Mr. Alexander said "Yes, they have been notified" (opposition cries of "oh"). There is no reason to suppose that the nature of his reply is out of harmony with their immediate view.

## PRESSED FOR VIEWS

A string of questions followed Mr. Alexander's Singapore announcement. Commander Kenworthy suggested the possibility of "a break of clause" in the construction of the contracts to allow possible eventualities. Mr. Alexander said he wanted notice about that hereabout but stated that the question of compensation would arise.

Replying to Mr. Graham White, the First Lord, said that no steps had been taken involving the fortification of Singapore. Questions pressed for the views of the Dominions, and Mr. Alexander's emphasis that they had been notified several times, and eventually said (Continued on Next Column.)

## GOVERNMENT GOODS STOLEN

LOSS FROM SANITARY BOARD LAUNCH

TWO MEN CONVICTED

That it was a more serious matter to steal from an employer than to steal from a stranger was the comment passed by Mr. T. S. Whyte-Smith at the Kowloon Magistracy to-day when he convicted the chief engineer and stoker of the Government Sanitary Department Launch No. 1, on charges of larceny of two tins of Socoy motor oil and one bag of waste, the property of the Government Slipway at Yaumati.

Two other Chinese, one the chief engineer of steam launch "Wai Kin," and the other a Chinese on another launch, were charged with receiving the stolen goods.

It was stated that the first accused handed to the second accused, from the engine room of the S.D. 1, the oil and waste. The latter then took them to the receivers where he sold them.

A seaman of the sanitary vessel, keeping night vigil, observed the happenings and had the men arrested.

Mr. V. W. H. Chittenden, boatswain of the Yaumati Slipway, representing the Government, said that both the first and second accused had clear records, the former being in the employment of the Government for only two months, while the latter had served since 1925. The second was the master hand of the theft, as he ordered the first to do what he wanted. He, being chief engineer, the stoker had naturally to listen to him.

It was indicated that Mr. J. M. d'Almada Remedios had been instructed to defend the third man. In view of his absence, the Magistrate remanded the alleged receivers till 10.30 a.m. to-morrow.

The Magistrate, in convicting the first two men said that he would take into consideration the fact that they had clear records. He fined the first \$10 or two weeks' hard labour, while the second, being the more serious offender, was fined \$25, or three weeks' hard labour.

## JAPAN AND NAVAL POWER

INFORMAL TALKS WITH BRITISH PREMIER

THE CONFERENCE

London, Yesterday.  
The Prime Minister and the Japanese Ambassador have begun a series of informal talks on the idea of reaching agreement on important naval subjects which appear on the agenda of the five power conference for January for which it is anticipated that the Japanese delegates will number about fifty. The Japanese Ambassador is also conferring with the French and Italian Ambassadors.—Reuter.

## HER REAL NAME

Wong King, the married Chinese woman, charged with taking into her employment at 633, Shanghai Street, first floor, a "mul taal," aged 9, made her appearance at the Kowloon Magistracy this morning.

The Magistrate remanded the defendant, on \$500 bail, for a week, and instructed Sergt. Carruthers to make further enquiries about her real name.

"I should like to wait a little longer before giving a definite answer." Conservative questioners demanded to know whether the "contributions" for other parts of the Empire are being spent under false pretences, and whether this policy was "penny wise or pound foolish?" There was no answer.—Reuter.

[London, November 6. — In the House of Commons to-day a non-committal reply was given to the question as to whether in view of the large financial contribution from the Independent Malay States, they would be enabled to express their views before a final decision was taken regarding the Singapore Naval Base. Mr. A. V. Alexander, the First Lord of the Admiralty, said that due regard would be paid to all relevant considerations in the case of all Dominions and parts of British possessions affected.]

## FORMER RESIDENT'S ESTATES

PROPERTY VALUED \$7,500 LEFT BY SHIP'S ENGINEER

MUSLIM LADY'S WILL

The following matters relating to property left by deceased persons have been dealt with by the Probate Office, and are now released for publication:—

**Indian Woman's Estate**  
The late Mrs. Kulsum el Arculli, mother of the well-known local solicitor, Mr. el Arculli, who died at her residence, No. 153, Wengnei-chong Road, on December 29, 1928, left estate in the Colony amounting to \$43,000.

The deceased lady left no will, and letters of administration have now been granted to her eldest daughter, Rahil el Arculli.

**Welfare of Muslims**  
In her lifetime, Mrs. Arculli was actively interested in the Welfare of her Muslim sisters, and she was well-known for her benevolent work among the poor. Her husband was the founder of the business, under his own name, which is now being carried on by his sons.

**A Widow's Will**  
Re-sealing of the probate of the will of Mrs. Kathleen Rose, otherwise known as Mrs. Catherine Moore, widow, has been granted to Mr. D. J. Lewis, of Messrs. Johnstone, Stokes and Master. The deceased died on April 10, 1929 at Grosvenor Hotel, North Parade, Bath. She was formerly residing at No. 25 Charles Street, St. James Square, London.

Her estate in the Colony is valued

## RAIN PROMISED

To-day's weather report from the Royal Observatory states: The anti-cyclone is now central over North Japan.

Fresh monsoon will prevail along the S. E. coast of China and over the Northern China Sea.

Forecast: — N. E. winds; fresh; cloudy; probably some drizzle or light rain.

at \$62,300, and under her will she appointed Mr. Austin Michael King, of London her sole executor. Several bequests of a family nature and also gifts to her servants ranging from \$30 to \$50 were made.

**Mr. Barclay, of s.s. "Kutsang"**  
The late Mr. Alexander Walters Barclay, an engineer on the s.s. "Kutsang" left property in Hong Kong to the value of \$7,500. He died at his residence, No. 56 Grant Street, Greenock, on August 20, 1927 leaving all estate to his father, Mr. James Barclay, also of the same address.

The re-sealing of the testamentary instrument has been granted by the local Supreme Court to Mr. Robt. Barclay, an engineer, care of Messrs. Butterfield and Swire, Hong Kong.

**Died Intestate**  
A Chinese merchant, Ng Ping-wu, alias Ng Tin-shang, who died intestate at No. 48, Kowloon Tong, left estate in the Colony to the value of \$48,300. Letters of administration have now been granted to the widow, Mrs. To Yuk-kam.

## ILLEGAL SOCIETY

The two Chinese men charged with the unlawful possession of paper concerning an illegal society, made their second appearance before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, and were remanded for a further week.

The hearing of the case was fixed for November 21 at 11.15 a.m. Det.-Inspector C. P. Fallon said that he believed Mr. F. C. E. Kendall had been instructed to defend.

Both defendants are on \$200 bail each.

STOP PRESS

Malaya have scored 12 runs—no wickets down.

Malaya—44 runs for one wicket.







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C2560—No. 36, Tung Man Street.

### PUBLIC AUCTIONS.



### PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of November, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at May Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

### PARTICULARS OF THE LOT.

| Lot No. | Boundary Measurements  | Area          | Approx. Value |
|---------|--|---------------|---------------|
| 1       | Lot 1, May Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. | 3,100 sq. ft. | \$1,100       |

### LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

### Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, November 15, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Large Quantity of

VALUABLE HOUSEHOLD

AND OFFICE FURNITURE.

Comprising:—  
Porcelain Jardinières, Hat-stands, Dressing Mirror, Glass Cabinet, Chesterfield Couch and Armchairs, Pianos, Gramophones and Records, Leather Covered Armchairs, Carpets, Rugs, Chinese Pictures in Blackwood Frames, Box Couch, Electric Table Fans, Electric Heater, Carpets, Rugs, Sewing Machines, Typewriters, Porcelain Figures, Curios, etc. etc.  
Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagon, Crockery, Glass Ware, Cooking Utensils, Ice Chests, etc., etc.  
Teak and Iron Bedsteads and Mattresses, Wardrobes with Bevelled Mirrors, Dressing Tables, Chests of Drawers, Washstand, Chamber Stand, Linen, Blankets, etc., etc.

and

A Quantity of

CANTON BLACKWOOD

FURNITURE.

Terms:—Cash on Delivery.  
On View from Thursday, November 14, 1929.  
Catalogues will be issued.

LAMMERT BROS.,

Auctioneers.

Hong Kong, Nov. 9, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, November 15, 1929,

commencing at 5.15 p.m.,

at their Sales Room,

Duddell Street.

A Valuable Collection of

POSTAGE STAMPS

Terms:—Cash on Delivery.  
On View from Thursday, November 14, 1929.  
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TERMS VERY MODERATE

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### NOTICES.

Re HONG KONG DEVELOPMENT BUILDING & SAVINGS SOCIETY, LTD.  
(In Liquidation.)

NOTICE IS HEREBY GIVEN that the adjourned Meeting of Contributors will be held at the City Hall (Music Room) on FRIDAY, the 29th November, 1929, at 2.30 p.m.

Hong Kong, 5th Nov., 1929.  
J. HENNESSEY SETII,  
S. HAMPDEN ROSS,  
Joint Liquidators.

### HONG KONG HOTEL

Owing to the ROOF GARDEN having been reserved for the dinner in honour of the Interport Cricket Teams on

FRIDAY, 15th NOVEMBER Grill Room Service will be offered in the DINING ROOM, 1st floor

on that evening and there will NOT be dancing.

### PENINSULA HOTEL

DINNER DANCE on FRIDAY, 15th November, and every week night, as usual.

THE HONG KONG & SHANGHAI HOTELS, LTD.

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(arranged by Mr. H. Ore)

in aid of

ST. PETER'S CHURCH

YOUNG MEN'S CLUB

AT

THE CATHEDRAL HALL

TO-NIGHT

at 9.15 p.m.

ARTISTES

Mr. H. Ore

Mrs. C. Bonenfant

Mrs. J. D. Valentin

Mr. C. Bonenfant

Capt. J. L. P. Macnair

Mr. Li Chor Chi.

Admission: \$2.

Service men in uniform Half Price.

### HONG KONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on MONDAY, 18th November, 1929, at 5.15 p.m.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 1st Nov., 1929.

### HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 16th November, 1929, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 15th November, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, &c. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

Hong Kong, November 9, 1929.

THE HONG KONG JOCKEY CLUB.

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### STAGE RAIDED FOR VOICES

500 INDIVIDUAL TESTS MADE

### TRADITIONS UPSET

Upsetting all Hollywood traditions, Roland West, the convention-smashing United Artists producer-director who made the all-talking picture thriller, "Alibi," which is now on the screen at the Queen's Theatre, raided the New York stage for most of the members of the brilliant cast.

Although some of the actors and actresses in "Alibi" have had screen experience, the majority of them are stage favourites who are making their first appearances in films. To ensure perfect voices and personalities in this greatest of all dialogue films the West Company made more than 500 individual tests of the scores of candidates for the twelve principal roles and the minor parts in "Alibi." Thus thousands of feet of film were shot and days of dialogue recorded over the microphone before a single scene was made. This is believed to constitute a new record in preparatory work for a motion picture. And then, when the members of the cast finally were signed, they had to undergo several weeks of rehearsals, for a talking picture is rehearsed the same as a stage play.

Pat O'Malley, who some time ago deserted the screen for the New York stage, returns to motion pictures to play one of the leading roles in "Alibi." The leading lady is Eleanor Griffith, a New York stage star who has never appeared on the screen, and the rest of the cast, with the exception of Mae Busch, are also stage players of prominence who have never worked in the studios. Miss Busch has one of the most important roles.

Chester Morris, formerly a featured player on Broadway, plays the chief heavy role in West's initial talking picture. West, himself a former stage playwright, producer and actor, describes "Alibi" as a radical departure from other underworld stories. It glorifies the police and strips the romance from crooks.

West and C. Gardner Sullivan adapted "Alibi" from the New York stage play, "Nightstick."

### "MIDNIGHT TAXI"

The film spotlight of underworld exposure is turned on the bootlegging industry in "The Midnight Taxi," a rapid-fire Warner Bros. melodrama in which Antonio Moreno and Helene Costello are now appearing at the Star Theatre.

The story centres around a trip of Los Angeles rum-runners to Vancouver to negotiate for a shipload of "boozers." Nolen bonds, and the theft of a string of diamonds enter into the complications which result when various members of the bootleg ring attempt to double-cross each other. Antonio Moreno is a young adventurer lured into the game largely through love of risk, and Helene Costello becomes implicated with Moreno through her attempt to trace the bond theft.

"The Midnight Taxi" is said to be taken from an incident in the career of a notable underworld leader.

### ZEPPELIN IN POLAR REGIONS

### NEXT YEAR'S EXPEDITION UNDER NANSEN

### DOG PROBLEM ON AIRSHIP

Friedrichshafen.—Arrangements are now being made here for next year's airship expedition to the Arctic, under Dr. Nansen. The "Graf Zeppelin" will carry a crew of thirty-five and a scientific staff of fifteen. Twenty-three dogs recently bought in Russia will accompany the expedition. The problem of their quarters is being studied; the intention is to build a special cabin for them. A sufficient number of sledges will be on board, as well as a supplementary radio outfit, in case of accident.

Dr. Nansen, who, during the session of the League of Nations was at Geneva as a delegate for Norway, is now here. In an interview with a correspondent of the "Neue Zürcher Zeitung," he called the expedition a preparatory one for the future systematic exploration of the Arctic regions. The chief aim will be to obtain a map of the unknown regions. He is especially anxious to fix the extent of the Continental shelf on the eastern hemisphere between Spitzbergen and Alaska. The measurements will be made from the airship by means of a new instrument called the "Echolat," an apparatus in the form of a torpedo dragged along in the water. It is fitted out with instruments which will send sounds to the sea-bottom, and others which will register the echoes coming back from there. The depth can be calculated by the time these echoes take to travel to and fro.

The starting place will be Tromsø in Norway, and after the expedition the airship will return to that base. Another base is being prepared at Fairbanks, in Alaska. Three trips are scheduled. The first will be a nearly straight line from Tromsø to Fairbanks, the second from there to Wrangell Island, thence towards the Pole to a latitude of about 80 deg., and back to Fairbanks; the third will skirt the Continental shelf of the eastern hemisphere back to Tromsø.

### KIDNAPPING GANG LEADER CAUGHT

ALLEGED COMMANDER OF A THOUSAND MEN

### TAKEN BY FRENCH POLICE

A Chinese, alleged to be the leader of one of the largest and most important kidnapping gangs operating in and around Shanghai, was put in irons by members of the Nantao Merchant Volunteers and detectives of the Shanghai and Wusong Gendarmerie Commissioner's Office, with the assistance of the French Police, last Wednesday night. This man, who was arrested in the Hung Yuan lodging house in Avenue Edward VII, is said to command a gang consisting of no fewer than 1,000 men.

Acting on information which they had received that Ho Tze-kuei, leader of this gang, who were alleged to have been responsible for the kidnapping of Mr. Sun Van-sun, a captain of the Postong Merchant Volunteers, from his home on the night of October 1 last, a strong force of officers surrounded the place in question. Two volunteers hired rooms next to that in which Ho is said to have established his headquarters.

A 9 p.m. on Thursday, Ho returned to the lodging house whereupon a signal was given and those in waiting rushed in and clapped handcuffs on him before he had any chance to resist.

Information which Ho gave led to the arrest of six other men in houses off Rue Pere Foe where Mr. Sun was said to have been detained. However, all efforts to find Mr. Sun have proved fruitless up to the present time.

According to a statement made by Mr. Sun's son to the Bureau of Public Safety, Mr. Sun was pulled from his bed on the night of October 1 by the gang, who robbed him of \$500 in notes, two gold rings, and a rifle and 45 rounds of ammunition. Letters had been received by his family demanding \$50,000 ransom, but this figure was later reduced to \$20,000, which the family had been unable to pay. Since the sum was cut down, no further information had been received.

According to a report appearing in the Chinese press, during the months of July, August and September, members of the Customs service seized 137,254 taels of opium valued at Tls. 382,078; 276 ounces of morphine worth Tls. 5,760; 239 ounces of heroin valued at Tls. 8,915; Tls. 312 worth of smuggled salt.



### Nerves Lack Nourishment When The Blood Is Thin

How The World's Greatest Tonic Cures Nervous Troubles Through The Blood.

Nervous debility, headaches and dizziness, result from a strain on the nerves with which the rebuilding work of the blood is unable to keep pace. The best tonic for such a condition is Dr. Williams' Pink Pills. These Pills build up the blood and strengthen the nerves. With this treatment, unless the overwork, worry, or whatever has caused the nervous breakdown, is persisted in, the headaches, dizziness, nervousness and irritability rapidly disappear.

"I was told that I was anemic," says Mrs. Minnie E. Craft, a nurse of No. 60, Dewey Street, Worcester, Mass. "I was in a run-down condition, my complexion was sallow, and I had a bitter taste in my mouth. My appetite was poor and I kept losing flesh. I was nervous and constipated, and always had a feeling of being over tired. An article in the paper led me to try Dr. Williams' Pink Pills and soon I could see a change for the better. I kept on with the pills and gained strength rapidly. The tired feeling left me and I had more energy and ambition. The pills also gave me a better appetite and helped my nerves. Dr. Williams' Pink Pills are a reliable blood builder and nerve tonic and I have recommended them to many people."

Of chemists everywhere at \$1.50 per bottle, \$8.40 bottles.

Dr. Williams' PINK PILLS

A HOUSEHOLD NAME IN 26 COUNTRIES



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Our new stock of perfumes include many of the popular brands, and make an appreciable gift for milady.  
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153-155 Des Voeux Road Central.

### COLONY'S WATER SUPPLY

### STORAGE DECREASING IN ISLAND

### SLIGHT INCREASE IN KOWLOON

The "China Mail" is informed that the total storage in the island reservoirs on Monday morning amounted to 1,655.60 million gallons, showing a decrease of 43.98 million gallons during the past week. The amount collected from streams was 7.57 million gallons. The week's consumption amounted to 61.55 million gallons.

In Kowloon the total storage in the mainland reservoirs on Monday morning amounted to 515.46 million gallons, showing an increase of 0.82 million gallons during the past week.



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FOR NEW YORK AND BOSTON via SUEZ.

**LLOYD TRIESTINO**

REGULAR MONTHLY PASSENGER & FREIGHT SERVICE  
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TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
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## PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... £75.0.0.  
LONDON... £83.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE &amp; MOJI.

From Hong Kong.

M.V. "HIMALAYA" Sails on or about 26th November.  
M.V. "VIMINALE" Sails on or about 5th December.  
S.S. "HILDA" Sails on or about 24th December.  
M.V. "REMO" Sails on or about 2nd January.

## HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ROMOLO" Sails on or about 30th November.  
S.S. "VENEZIA" Sails on or about 10th December.  
M.V. "HIMALAYA" Sails on or about 28th December.  
M.V. "VIMINALE" Sails on or about 7th January.

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FROM CALCUTTA &amp; COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.  
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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

**SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.**  
SHINYO MARU... Wednesday, 27th November.  
ASAMA MARU... Wednesday, 11th December.  
**SEATTLE, VICTORIA via Shanghai & Japan Ports.**  
SHIDZUKA MARU... Monday, 2nd December.  
YOKOHAMA MARU... Monday, 16th December.  
**LONDON, MARSEILLES, ANTWERP, ROTTERDAM via**  
Singapore, Penang, Colombo, Suez.  
ATSUTA MARU... Saturday, 16th November.  
KASHIMA MARU... Saturday, 30th November.  
**SYDNEY & MELBOURNE via Manila & Ports.**  
KAGA MARU... Wednesday, 20th November.  
TANGO MARU... Wednesday, 25th December.  
**BOMBAY via Singapore, Penang, & Colombo.**  
TOKIWA MARU... Wednesday, 27th November.  
TOKUSHIMA MARU... Sunday, 1st December.  
**SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,**  
Mexico & Panama.  
ANYO MARU... Sunday, 22nd December.  
**SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.**  
WAKASA MARU... Friday, 6th December.  
**NEW YORK, BOSTON via Panama.**  
ASUKA MARU... Wednesday, 20th November.  
**LIVERPOOL via Port Said, Constantinople, Genoa.**  
TOYOOKA MARU... Friday, 15th November.  
**CALCUTTA via Singapore, Penang & Rangoon.**  
MALACCA MARU... Sunday, 17th November.  
**SHANGHAI, KOBE & YOKOHAMA.**  
TOTORI MARU... Sunday, 17th November.  
NAGANO MARU (Moji direct)... Monday, 18th November.  
TANGO MARU (Nagasaki direct)... Friday, 22nd November.  
† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.  
For further information apply to—**NIPPON YUSEN KAISHA**  
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

**LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore**  
Colombo, Suez and Port Said.  
**RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,**  
Colombo, Durban & Cape Town.  
BUENOS AIRES MARU... Friday, 22nd November.  
MANILA MARU... Tuesday, 24th December.  
**BOMBAY—Via Singapore & Colombo.**  
SHINNOH MARU... Thursday, 21st November.  
GANGES MARU... Wednesday, 4th December.  
**DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.**  
CANADA MARU... Monday, 2nd December.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
KASADO MARU... Tuesday, 19th November.  
MADRAS MARU... Monday, 2nd December.  
**VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from**  
Shanghai.  
ARIZONA MARU (From Shanghai) Monday, 25th November.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
SYDNEY MARU... Wednesday, 11th December.  
**HAIPHONG—Via Hanoi & Fakh.**  
NEW YORK—Via Japan ports, San Francisco & Panama.  
**JAPAN PORTS.**  
TACOMA MARU... Sunday, 24th November.  
KINE MARU (via Keelung) Sunday, 10th November.  
KEELUNG—Via Swatow & Amoy.  
HOZAN MARU... Sunday, 17th November, Noon.  
CANTON MARU... Sunday, 24th November, Noon.  
TAKAO—Via Swatow & Amoy.  
DELI MARU... Thursday, 21st Nov., 10 a.m.  
TAKAO & KEELUNG.  
For further particulars please apply to—**OSAKA SHOSEN KAISHA**  
Tel. Central No. 4993, 4998, 4999. M. TASEUCHI, Manager.

**A GREAT WORK**

A Century's Efforts On Behalf Of Seamen

**HOSPITAL SOCIETY**

Its Connection With the School of Tropical Medicine

## NEW DISPENSARY

Amongst the achievements upon which Britain may look with justifiable pride, two touch closely the daily well-being of all who live beneath the flag—ships and hospitals. To the sailor we are indebted for the safe transport, year in and year out, of the wealth of the Empire from shore to shore. To hospitals maintained largely by voluntary support we owe the benefits both of preventive medicine and of the treatment of disease when it claims a victim. These two features of the national life merge together in the establishment of the Seamen's Hospital Society.

**NAPOLEONIC WARS**

At the close of the Napoleonic wars, when the social and commercial distress was even greater than it is today, there were to be found in the streets of London many mariners who had taken part in the struggle, and who were left friendless, homeless, and without work. Illness and disease afflicted a large number of them, and there was no provision for the alleviation of their sufferings. In the year 1818 a small band of men, who regarded the responsibility of the nation towards these her servants, conceived the plan for establishing a hospital for their succour. Amongst the number of these philanthropists were William Witherstone and Zachary Macaulay. A committee was formed, which included men who had been sailors themselves, and it was their insight into the meanness of seafaring folk which caused the committee, with complete frankness, to record the following observation in their minutes—

**Absence of Foresight.**  
"Sailors in general are bred up to their occupation from early youth, and retain few of the habits of persons employed on shore. Their great failing, and principal occasion of all their misfortunes, is an almost total absence of foresight, and of consideration for the morrow. They appear to have no conception of the possible approach of misery until it is too late to escape it, and when at length they become subject to its visitation, they are appalled and sink beneath its weight. If informed of, or directed to, hospitals, asylums or other places of relief ashore, which do not bear the name 'Seamen's,' they are unwilling to approach them, and will submit to be driven to such desperate and extreme misery. It is well known to every person acquainted with the habits of these peculiar beings that they will at any time prefer to remain on board their ships, even on approaching death, rather than consent to be taken to the shore, although with a prospect of returning health."

After three years of negotiations the benevolent aim of the committee took concrete form. In 1821 an old man-of-war, the "Grampus," was obtained on loan from the Admiralty, and transformed into a hospital ship from the funds collected by the committee. She was moored in the Thames, Greenwich, being the most central and eligible situation that could be found most approximate to the bulk of shipping in the docks, which at that date were as a whole lower down the river than they are to-day. The lower decks of the ship were transformed into wards, additional light and ventilation being provided by enlarging the portholes. Her top deck was fitted with canvas shelters for convalescent patients. A doctor was appointed to live on board, together with a hospital superintendent in command of the ship. A chaplain, too, made daily visits; the first chaplain, who served for over 30 years, answering to the somewhat infelicitous name of the Rev. David Jones.

The general policy governing the admission of patients has remained the same throughout the life of the Seamen's Hospital Society. Every sick seaman, on presenting himself alongside, is immediately received, without the necessity of any recommendation letter, his own apparent condition being a sufficient ground for his admission. While other hospitals limit the period which patients are permitted to remain in them, in the Seamen's Hospital the person is allowed to remain on board in a state of convalescence until he has completely regained his health and strength. Shipwreck having permanently injured the physique of a seaman where medical assistance can no further avail, a convalescence is provided for them to their homes. Privileges to which patients are often subject, necessitate the destruction of their clothes, and they are then provided with new ones and thus enabled to resume their avocations.

**Bad Conditions.**  
A century ago, however, hospitals were very far from being what they are to-day in matters of hygiene and sanitation. The low-ceilinged wards of the "Grampus" were lit by evil smelling lamps burning whale oil, and surgical operations were sometimes performed by candle light. The only connection with the shore, was of course, by rowing boats, and suffering patients were brought to the ship's side in a like manner and carried up a steep gangway on to the deck.

During the course of one winter it is recorded that the Captain's Superintendent expressed his regret that he was unable to answer the summons to attend a committee meeting owing to the presence of ice in the Thames which prevented him from going ashore. In 1851 the surgeon complained that he had only six hours to look after 180 beds, and the committee generously sanctioned the engagement of three more nurses "together with a man for night duty who shall also undertake the work of barber."

"Grampus" became too small to accommodate those who sought relief from sickness between her wooden decks, and in 1832 the Admiralty had the Dreadnought brought to the Hospital. The Society had to bear the cost of her transformation into a hospital, but was allowed to employ the labour available at the Woodwich Dockyard.

In the year following the equipment of the Dreadnought as a hospital ship, a serious epidemic of cholera broke out in the port of London. The surgeon of the ship having volunteered to take charge of the lazaretto established in H.M.S. "Dover," the committee of the Seamen's Hospital Society, in order to incur the duty clearly before them, the committee were at length induced to agree to carry out the work in turn for a total payment of 30s. 8d. per diem. During 166 days 151 patients were treated (of which 90 were fatal), and the committee were induced to observe in their minutes that the total payment of £240 received from the Board of Health was "quite inadequate to the service performed."

In the same year the whole status of the Seamen's Hospital was changed by the death of a certain member of Lloyd's, Mr. John Lydecker. Under the will of this generous-hearted man his fleet of four vessels, on their return from trading in the East, were sold together with their cargoes for the benefit of the Dreadnought. The sale realised the sum of £55,000, which, in addition to a permanent source of income, enabled in the following year the hospital to obtain from Parliament an Act of Incorporation, 3rd Geo. IV. cap. 9, under the title of The Seamen's Hospital Society. A tablet commemorating this gift from Mr. Lydecker stands in the members' room at Lloyd's.

The "Caledonia" Although from time to time improvements such as the enlarging of the port to twice the size and the removal of all necessary bulkheads and fixtures, after 25 years the Dreadnought became too small to meet the demands of the increased amount of shipping coming to the port. In 1855 she was replaced by the "Caledonia," but the name Dreadnought was so well known and beloved of all seamen that the honourable name was retained, and it is by this name that the hospitals of the society are known to-day amongst mariners the world over.

In spite of the fact that little or no progress had been made between 1821 and 1869 in the administration of hospitals, it became evident in the latter year that the Seamen's Hospital must be moved ashore. It was reported that the position of the ship had been injuriously affected by the gradual increasing occupation of the banks of the river by iron shipbuilding yards and other works, the incessant noise from which, often by night as well as by day, was stated by the physicians to the detriment of the treatment of their patients, and to impede their recovery. A wooden building like a ship, with so many irregular corners and surfaces, became more and more saturated with septic poison.

The ship's deck had, therefore, all the conditions favourable to the spread of infectious disease and also were deficient in light and fresh air, both active agents in the successful treatment of the sick. The committee of the Seamen's Hospital Society therefore decided unanimously that the hospital should be moved ashore "provided a suitable site can be obtained on the banks of the river with a frontage thereto and access by boat."

It proved a happy, however, to make the decision that the hospital ship should be transferred ashore than to realise this aim. There was some land available on the right bank of the river at Greenwich, quite close to where the "Dreadnought" was moored, but the matter of raising funds to erect a new building presented considerable difficulties. The committee felt the Merchant Service had a reasonable claim to assistance from the Chatham Chest into which it had paid so much without having derived any benefit, but the Lords Commissioners of the Admiralty were unwilling to make any such grant. Instead, a portion of the Royal Hospital, Greenwich, was offered for the use of the society, but the committee of the society, rightly deciding that the new establishment must have a river frontage where it could be seen from vessels passing up and down the river, were not able to obtain either of the two wings of the Royal Hospital which satisfy this condition. For four years, from 1865 to 1869, negotiations were in progress without reaching any satisfactory solution, until in the latter year the Governors of the Greenwich Hospital decided to send to their homes the remaining pensioners of the Royal Hospital, and the use of the infirmary building was granted to the Seamen's Hospital Society for a nominal rental and subject to the assumption of certain responsibilities in the matter of maintaining the structure in good repair. On April 18, 1871, between the hours of eleven and one, the patients were removed from the decks of the old ship, which thus ended her long and honourable career.

**CONSIGNEES' NOTICE**

Consignees of cargo ex s.s. "City of Winnipeg" are reminded to take delivery of their goods which will be subject to rent after November 17.

**CONSTRUCTION OF SUPER LINERS**

CONFERENCE TO CONTROL SIZE AND SPEED

U.S. OWNER'S PROPOSAL

Mr. Frank C. Munson, president of the Munson Steamship Line, which runs sixty ships between the Gulf and South American ports, made an interesting suggestion before leaving Southampton for New York in the United States liner "Leviathan," after a European business visit.

He proposed that it would be advantageous if a conference of nations interested in the construction of big tonnage, notably Great Britain, France, Germany, Italy and the United States, could bring about control in the size and speed of these projected vessels. At the present time, he said, there are nine super liners contemplated, the average cost of which will amount to £4,000,000, or \$36,000,000 in all. There is no doubt that the tonnage at present contemplated is far in excess of requirements, and if construction could only be limited, fully half of the money which it is proposed to spend on new tonnage could be saved and advantageously spent on improvements to existing ships, including their accommodation and speed. In concluding, Mr. Munson stated he was confident that if some English shipowner would take the lead in calling such a conference, the other nations would respond to the call.

**COASTAL OFFICERS**

## Latest Changes In Personnel

Captain R. H. G. Ashby, China Navigation Co., has gone from reserve to special duty.

Mr. F. A. White third officer, Anking, is on reserve.  
Mr. J. H. Rogers has been appointed third officer, Anking.

Captain C. Carrington, of the Kintang, has gone master, Kanting.

Mr. W. T. D. Murphy, second officer, Shantung, has gone second officer, Sunning.

Mr. S. S. Marr, from reserve, has gone second officer, Shantung.

Mr. W. Dickinson, chief officer, Hsin Peking, has gone chief officer, Kanting.

Mr. E. Bird, extra second officer, Hsin Peking, has gone second officer, Ngankin.

Mr. J. G. Grant, extra second officer, Hsin Peking, has gone second officer, Soochow.

Mr. D. C. Sim, second officer, Soochow, has gone acting chief officer, same ship.

Mr. D. Bogie, acting chief engineer officer, Hanyang, has gone chief engineer officer, Kiating.

Mr. J. A. Duggan, second engineer officer, Poyang, has gone acting chief engineer officer, Hanyang.

Mr. R. Trathen, from reserve, has gone second engineer officer, Changchow.

Mr. R. D. Davies, second engineer officer, Changchow, has gone second engineer officer, Poyang.

Mr. A. Orr third engineer officer, Kiating, is on reserve.

Mr. K. E. Wilson, third engineer officer, Shantung, is on reserve.

Mr. A. N. Winstone, second engineer officer, Soochow, is on reserve.

Mr. J. J. O'Callaghan, from reserve, has gone third engineer officer, Slango.

Mr. E. W. Coxon, third engineer officer, Slango, has gone third engineer officer, Hanyang. "Shipping and Engineering."

**MOVEMENTS OF STEAMERS**

The Ben Line s.s. "Benrimnes" from Leith, Antwerp, London and Straits, left Singapore for this port on November 11, and is due to arrive here on November 18.

The B.L. s.s. "Shirala" will leave Amoy for this port on November 17, p.m., and is due here on November 18, p.m.

**CANADIAN PACIFIC**

STEAMSHIPS - RAILWAYS - HOTELS - EXPRESS

**SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA & VANCOUVER**

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

|                   | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|-------------------|-----------|----------|----------|----------|-----------|
| Leave             | Leave     | Leave    | Leave    | Leave    | Arrive    |
| EMPRESS OF CANADA | Nov. 15   | Nov. 18  | Nov. 20  | Nov. 23  | Nov. 30   |
| EMPRESS OF RUSSIA | Nov. 27   | Nov. 30  | Dec. 3   | Dec. 5   | Dec. 14   |
| EMPRESS OF ASIA   | Dec. 13   | Dec. 21  | Dec. 24  | Dec. 26  | Jan. 4    |
| EMPRESS OF CANADA | Jan. 15   | Jan. 18  | Jan. 21  | Jan. 23  | Jan. 31   |
| EMPRESS OF RUSSIA | Feb. 12   | Feb. 15  | Feb. 18  | Feb. 20  | Mar. 1    |
| EMPRESS OF ASIA   | Mar. 5    | Mar. 8   | Mar. 11  | Mar. 13  | Mar. 22   |
| EMPRESS OF CANADA | Mar. 19   | Mar. 22  | Mar. 25  | Mar. 27  | Apr. 4    |
| EMPRESS OF RUSSIA | Apr. 9    | Apr. 12  | Apr. 15  | Apr. 17  | Apr. 26   |
| EMPRESS OF ASIA   | Apr. 30   | May 3    | May 6    | May 8    | May 17    |
| EMPRESS OF CANADA | May 15    | May 18   | May 20   | May 22   | May 30    |
| EMPRESS OF RUSSIA | June 4    | June 7   | June 10  | June 12  | June 21   |
| EMPRESS OF ASIA   | June 25   | June 28  | July 1   | July 3   | July 12   |
| EMPRESS OF CANADA | July 10   | July 13  | July 15  | July 17  | July 25   |
| EMPRESS OF RUSSIA | July 27   | July 30  | Aug. 2   | Aug. 4   | Aug. 9    |
| EMPRESS OF ASIA   | Aug. 7    | Aug. 10  | Aug. 12  | Aug. 14  | Aug. 22   |
| EMPRESS OF CANADA | Aug. 20   | Aug. 23  | Aug. 26  | Aug. 28  | Sept. 6   |
| EMPRESS OF RUSSIA | Sept. 4   | Sept. 7  | Sept. 9  | Sept. 11 | Sept. 19  |
| EMPRESS OF ASIA   | Sept. 17  | Sept. 20 | Sept. 22 | Sept. 24 | Oct. 4    |
| EMPRESS OF CANADA | Oct. 2    | Oct. 5   | Oct. 7   | Oct. 9   | Oct. 17   |
| EMPRESS OF RUSSIA | Oct. 15   | Oct. 18  | Oct. 21  | Oct. 23  | Nov. 1    |
| EMPRESS OF ASIA   | Oct. 30   | Nov. 2   | Nov. 4   | Nov. 6   | Nov. 14   |
| EMPRESS OF CANADA | Nov. 12   | Nov. 15  | Nov. 18  | Nov. 20  | Nov. 29   |

Regular sailings hour Noon.

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)  
Atlantic sailings from Montreal and Quebec every few days to Liverpool  
Southampton, Glasgow, Antwerp, Cherbourg and Hamburg

**HONG KONG-MANILA SERVICE**

| Leaves          | Arrive  | Leaves            | Arrive    |
|-----------------|---------|-------------------|-----------|
| Hong Kong       | Manila  | Manila            | Hong Kong |
| Nov. 21, 5 p.m. | Nov. 23 | EMPRESS OF RUSSIA | Nov. 23   |
| Dec. 12, 5 p.m. | Dec. 14 | EMPRESS OF ASIA   | Dec. 14   |

**CANADIAN PACIFIC EXPRESS**

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS

Passenger Department: Tel. C.762 Cables: "GACANPAC"  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS"

**BRITISH WUCHOW LINE**

NOVEMBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

NOVEMBER.

FRI. 15th MON. 25th

WED. 20th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

NOVEMBER.

SUN. 17th WED. 27th

FRI. 22nd

For information apply to

**KWONG WING CO., Ltd.**

N. Connaught Road West.

Phone: Central 893.

**American Express Travelers Cheques**

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and  
£5 and £10 denominations—bound in a small  
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and  
itineraries; or plan your cruise or tour through.

**THE AMERICAN EXPRESS CO., INC.**4, DES VOEUX ROAD CENTRAL,  
Hong Kong.**BANK LINE LTD.**

AGENTS FOR

**ELLERMAN & BUCKNALL S.S. CO., LTD.**

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

**UNITED KINGDOM & CONTINENT**..... **ELLERMAN LINE**

S.S. "CITY OF SHANGHAI" London, Rotterdam &amp; Hamburg..... 9th December.

**NEW YORK, BOSTON, & BALTIMORE**..... **AMERICAN & MANCHURIAN LINE**

S.S. "CITY OF WINNIPEG"..... via Suez Canal..... 3rd December.

S.S. "URBINO"..... via Suez Canal..... 31st December.

ALSO AGENTS FOR

**ANDREW WEIR & CO.**

SERVICES TO

**BOSTON, NEW YORK, & BALTIMORE**..... **AMERICAN & ORIENTAL LINE**

S.S. "COMLIEBANK"..... 27th November.

**MAURITIUS & SOUTH AFRICA**..... **ORIENTAL AFRICAN LINE**

S.S. "TINHOW"..... 28th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,  
Inhambane, Zanzibar, Mombasa, Kilindini Port, Nellore, Luderitz Bay, Walvis Bay and  
Madagascar.

For freight or passage on any of the above lines apply to—

Telephone.....Central 4791.

**THE BANK LINE, LTD.**



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S. S.       | Tons   | From<br>Hong Kong<br>About | Destination  |
|-------------|--------|----------------------------|--|
| *KIDDERPORE | 5,334  | 19th Nov.                  | Straits, Colombo & Bombay.                                 |
| *KASHIGAR   | 9,005  | 23rd Nov.                  | Marseilles, London, Hull, Hamburg<br>Rotterdam & Antwerp.  |
| RAWALPINDI  | 16,619 | 7th Dec.                   | Marseilles, London, Hull, Hamburg,<br>Rotterdam & Antwerp. |
| *BELTANA    | —      | 14th Dec.                  | Straits, Colombo & Bombay.                                 |
| *ALIPORE    | 5,273  | 19th Dec.                  | Marseilles & London.                                       |
| MALWA       | 10,980 | 21st Dec.                  | Marseilles & London.                                       |

\* Cargo only. † Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant ports by steamers of the  
Redifail Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|         |        |           |                               |
|---------|--------|-----------|-------------------------------|
| SHIRALA | 7,841  | 19th Nov. | Singapore, Penang & Calcutta. |
| TALMA   | 10,000 | 22nd Nov. | Singapore, Penang & Calcutta. |
| TAKIWA  | 7,936  | 13th Dec. | Singapore, Penang & Calcutta. |
| TILAWA  | 10,006 | 22nd Dec. | Singapore, Penang & Calcutta. |
| TALAMBA | 8,018  | 31st Dec. | Singapore, Penang & Calcutta. |
| TAKADA  | 6,949  | 9th Jan.  | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

|            |       |           |                                    |
|------------|-------|-----------|------------------------------------|
| *TANDA     | 6,956 | 29th Nov. | Manila, Sandakan, Thursday Island, |
| ST. ALBANS | 4,500 | 3rd Jan.  | Townsville, Brisbane, Sydney &     |
| NELLORE    | 3,853 | 31st Jan. | Melbourne.                         |

\* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hlofo,  
Cebu, Kolambukan, Tawao, Timor, Darwin, or other ports en route as in-  
ducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|            |        |           |                                  |
|------------|--------|-----------|----------------------------------|
| *LAHORE    | 5,304  | 14th Nov. | Shanghai, Moji, Kobe & Yokohama. |
| TAKIWA     | 7,936  | 21st Nov. | Moji, Kobe & Osaka.              |
| KHYBER     | 9,114  | 22nd Nov. | Shanghai, Moji, Kobe & Yokohama. |
| MALWA      | 10,980 | 23rd Nov. | Shanghai, Moji, Kobe & Yokohama. |
| TILAWA     | 10,006 | 1st Dec.  | Amoy, Moji, Kobe & Osaka.        |
| RAJPUTANA  | 10,568 | 7th Dec.  | Shanghai, Moji, Kobe & Yokohama. |
| *JEYPORE   | 5,818  | 9th Dec.  | Shanghai, Moji, Kobe & Yokohama. |
| TALAMBA    | 8,018  | 10th Dec. | Amoy, Moji, Kobe & Osaka.        |
| ST. ALBANS | 4,500  | 10th Dec. | Moji, Kobe, Osaka & Yokohama.    |
| TAKADA     | 6,949  | 19th Dec. | Amoy, Moji, Kobe & Osaka.        |

\* Cargo only.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—

**MACKINNON, MACKENZIE & CO.,**  
P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

## HONG KONG AND MACAO LINE in Good Speed

### S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

**CHUEN ON STEAM BOAT CO., LTD.**  
4, Connaught Road W. Tel. C. 5061.

## LAUNCHING OF NEW BLUE STAR LINER

### TWIN SCREW INSULATED CARGO VESSEL

#### THE "SULTAN STAR"

At Birkenhead, recently, Messrs.  
Cammell Laird and Co., Ltd., launched  
the twin-screw insulated cargo vessel  
"Sultan Star," which they have con-  
structed to the order of the Blue Star  
Line (1920), Ltd., of London. She is  
intended for service between the  
United Kingdom and South American  
ports, and is of the following dimen-  
sions:—Length overall, 505ft.; length  
b.p., 485ft.; breadth moulded, 70ft.;  
depth moulded, 39ft. 6in.; draft  
maximum, 30ft.; with a speed of 16  
knots.

She is constructed of S.M. steel  
under special survey of Lloyd's  
Register to class 100 A1, and complies  
with all the requirements of the  
British Board of Trade and Home  
Office Factory Acts that apply to  
cargo vessels. She has a straight  
stern, a cruiser stern, one funnel and  
two pole masts schooner rigged.  
There are seven decks; four are con-  
tinuous all fore and aft, viz., boat,  
promenade, bridge, upper, main, lower  
and orlop decks.

A cellular double bottom extends  
nearly all fore and aft, and is sub-  
divided into numerous watertight com-  
partments which are suitable for the  
carrying of oil fuel, water ballast,  
fresh water and feed water. There  
are eight main bulkheads, complying  
with the latest requirements of the  
Board of Trade for watertight sub-  
division, and a duct keel extends from  
the boiler room to No. 1 hold. The  
lower holds and the upper main, lower  
and orlop 'tween decks, forward and  
aft of the machinery spaces, are in-  
sulated and fitted for the carriage of  
chilled meat and fruit cargoes.

The low temperature that is neces-  
sary in these spaces for the preserva-  
tion of the cargo is produced by a  
powerful set of refrigerating machin-  
ery, which is installed on the upper  
deck over the machinery space. The  
cold brine is led thence to three header  
rooms (one aft and two forward) and  
then distributed by means of a system  
of pipes throughout the whole of the  
most carrying spaces. The after  
portion of No. 2 'tween deck and the  
forward portions of Nos. 3 and 5  
'tween decks, comprising 11 compart-  
ments, are adaptable for the carriage  
of fruit. These compartments can be  
shut off from the brine system, each  
being fitted with a fan and cooler to  
ensure the supply of cold air necessary  
for preserving fruit cargoes.

The vessel is divided into six cargo  
holds with their respective 'tween-  
deck spaces, the cruiser stern also  
being utilized as a cargo space, the  
whole being served by seven large in-  
sulated hatches. Efficient means of  
handling the cargo are provided by  
thirty steel derricks with a capacity  
ranging from 5 tons to 30 tons. The  
usual gin, lead and coupling blocks and  
wire runners are fitted to these.  
The deck machinery comprises 28  
steam winches of the latest type, one  
situated aft with extended drums for  
warping purposes. A steam winchless  
is installed on the foremast, and  
steering gear of the electro-hydraulic  
type is housed in a deckhouse aft,  
with telemotor controls both from the  
docking bridge aft and from the  
navigating bridge. A complete instal-

## CONSIGNEES.

### NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE  
From NEW YORK, PHILADELPHIA  
& MARSEILLES.

The Steamship,  
"CITY OF WINNIPEG"  
having arrived. Consignees of Cargo  
by her are informed that all goods  
being landed at their risk into the  
hazardous and/or extra-hazardous  
Godowns of Holt's Wharf, whence deliv-  
ery may be obtained.

No Claims will be admitted after  
the Goods have left the Godowns, and  
all Goods remaining undelivered after  
17th November, 1929, will be subject  
to rent.

All Claims against the Steamer  
must be presented to the Underwriter  
on or before 24th November, 1929,  
or they will not be recognised.

All broken, lost and damaged  
goods are to be left in the Godowns,  
where they will be examined on any  
Tuesdays or Fridays, between the  
hours of 10.45 a.m. and noon, within  
the Free Storage period of One Week.  
No Fire Insurance has been effect-

Bills of Lading will be countersigned  
by:

THE BANK LINE, LIMITED,  
Agent.  
Hong Kong, 13th November, 1929.

## AUSTRALIAN-ORIENTAL LINE, LTD.

### "CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from  
HONG KONG TO AUSTRALIAN PORTS  
via MANILA and THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand  
and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger  
Accommodation.

### HONG KONG TO SYDNEY—19th DAYS.

| Steamers | Due Hong Kong     | Due to Sail        |
|----------|-------------------|--------------------|
| TAIPING  | 15th November     | 15th November      |
| CHANGTE  | 10th December     | 17th December      |
| TAIPING  | 7th January, 1930 | 14th January, 1930 |
| CHANGTE  |                   |                    |

For Freight and Passage apply to:—BUTTERFIELD & SWIRE,  
Tel. C. 36. Agents.

## KAIPING COAL

FOR ALL PURPOSES.

HOME,  
FACTORY  
AND  
BUNKERS



POWER  
HOUSE,  
TUGS &  
LOCOS

THE KAILAN MINING ADMINISTRATION.  
Head Office:—TIENTSIN.

Agents:—DODWELL & CO., LTD., Hong Kong.

## HONG KONG TIDE

The tide-table given below has  
been obtained by aid of the Tide-pre-  
dicting Machine, which includes 40  
components for the better prediction  
of tides, from the result of the  
analysis of the tidal observations,  
taken at the Kowloon tidal observa-  
tory under the direction of Dr.  
Dobrick during the years 1887, 1888  
and 1889.

The times and heights are given  
for Kowloon; but they may be used  
for the Victoria Naval Yard and  
Aberdeen, the differences being very  
small.

The times of high and low-water  
must not be considered to coincide  
with the times of slack-water and  
change of current, the two phenomena  
being quite distinct.

November 14 to 20, 1929.

| NOV.      | Standard<br>Times | Ht. | Standard<br>Times | Ht. |
|-----------|-------------------|-----|-------------------|-----|
| Tues. 14  | m 7 9             | 8.8 | m 1 24            | 3.6 |
| Wed. 15   | 7 39              | 8.5 | 1 23              | 2.5 |
| Thurs. 16 | 8 5               | 8.3 | m 1 11            | 3.4 |
| Fri. 17   | 8 3               | 7.1 | 2 0               | 2.7 |
| Sat. 18   | m 9 0             | 6.0 | m 2 14            | 2.1 |
| Sun. 19   | 9 31              | 7.7 | 2 32              | 2.2 |
| Mon. 20   | m 9 56            | 6.8 | m 3 37            | 1.1 |
|           | 9 3               | 6.3 | m 4 24            | 1.0 |
|           | m 10 54           | 5.4 | m 5 3             | 3.2 |
|           | 9 39              | 5.0 | 3 33              | 3.4 |
|           | m 11 08           | 6.0 | m 5 9             | 0.7 |
|           | 10 20             | 5.6 | 4 1               | 3.7 |
|           | 1 8               | 4.7 | m 6 3             | 0.7 |
|           | 11 6              | 5.5 | 4 28              | 4.7 |

## PASSENGER LISTS

### ARRIVALS

Per s.s. "Tamba Maru" from Japan  
via Shanghai on November 13—  
Mr. C. R. A. Murnberg, Mrs. H.  
Peters, V. G. Folter, C. C. Conaty, R.  
Javin, F. Neruburger, D. B. Sequeira,  
B. Rakhit, S. Kaneko, M. Matano.

### DEPARTURES

Per s.s. "Korea Maru" for San  
Francisco on November 15—  
Mr. Locher, Mrs. G. V. Hastings,  
Mrs. W. A. Hastings, Mr. and Mrs. J.  
E. Pickard, A. H. Straume, Prof. T.  
Hirose, R. D. Elliott, S. Fitzroy, S. C.  
Mottam, Mr. and Mrs. T. Clark,  
A. P. W. Hamberger, V. Assanmal,  
E. S. Blanchard, J. E. Blaine, Miss W.  
Smith, Miss A. E. Bennon.

### PIRATE HUNT

Canton, Yesterday.  
Admiral Chan Chak, of the Fourth  
National Squadron, has decided to  
despatch three companies of marines  
to Bias Bay to guard against the activi-  
ties of the pirates there.—Canton  
News Agency.

## BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK  
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS  
ANGELES en route.

Passengers desiring to travel, by this interesting  
route will find the accommodation provided well up  
to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight Information please apply:—  
**DODWELL & CO., LTD.**

Queen's Buildings. Agents. Telephone C. 1030.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and  
IRON FOUNDERS. All work done in this establishment is guaranteed.  
We have over thirty years' experience. We own two slipways and can  
accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 489.  
Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 6.  
Estimates furnished on application.  
Hong Kong, April 1, 1924.

## AUSTRAL CHINA NAVIGATION CO., LTD.

Service to Australia & South Sea Ports.

### NEXT SAILING

S.S. "CABARITA"

on NOVEMBER 14th.

FOR

Manila, Sandakan, Rabaul, Sydney, Melbourne & Adelaide  
Accommodation for 1st, 2nd class and Steerage Passengers  
is available.

For freight and Passenger Information, please apply

**DODWELL & CO., LTD.**

Queen's Bldgs. Telephone No. Central 1030.

## SHANGHAI NEWS

Shanghai, Saturday.

A big haul of opium was made by the  
police and evidence of the case  
was consequently heard at the  
Provisional Court.

The new Baptistery and Font of the  
Holy Trinity Cathedral will be  
dedicated this Sunday morning.  
Dr. H. H. Kung has been elected  
president of the Manufacturers' Bank  
of China.

Lungshu farmers are still protesting  
against the surrender of their  
lands for the new flying field.  
The National Anti-Opium Association  
is trying to influence the decision  
of the Nanking Court in the

Consular Opium Smuggling Scan-  
dal.

Merchants are still pressing for the  
abolition of likin.

The Chinese authorities are indignant  
because of charges made by the  
"Evening Post."

Rules have been drawn up by local  
merchants for the prevention of  
kidnapping.

The Greater Shanghai Bureau of  
Health is to control hospitals.

Mr. H. Brewster-Gow has been placed  
in charge of the local Salvation  
Army work.

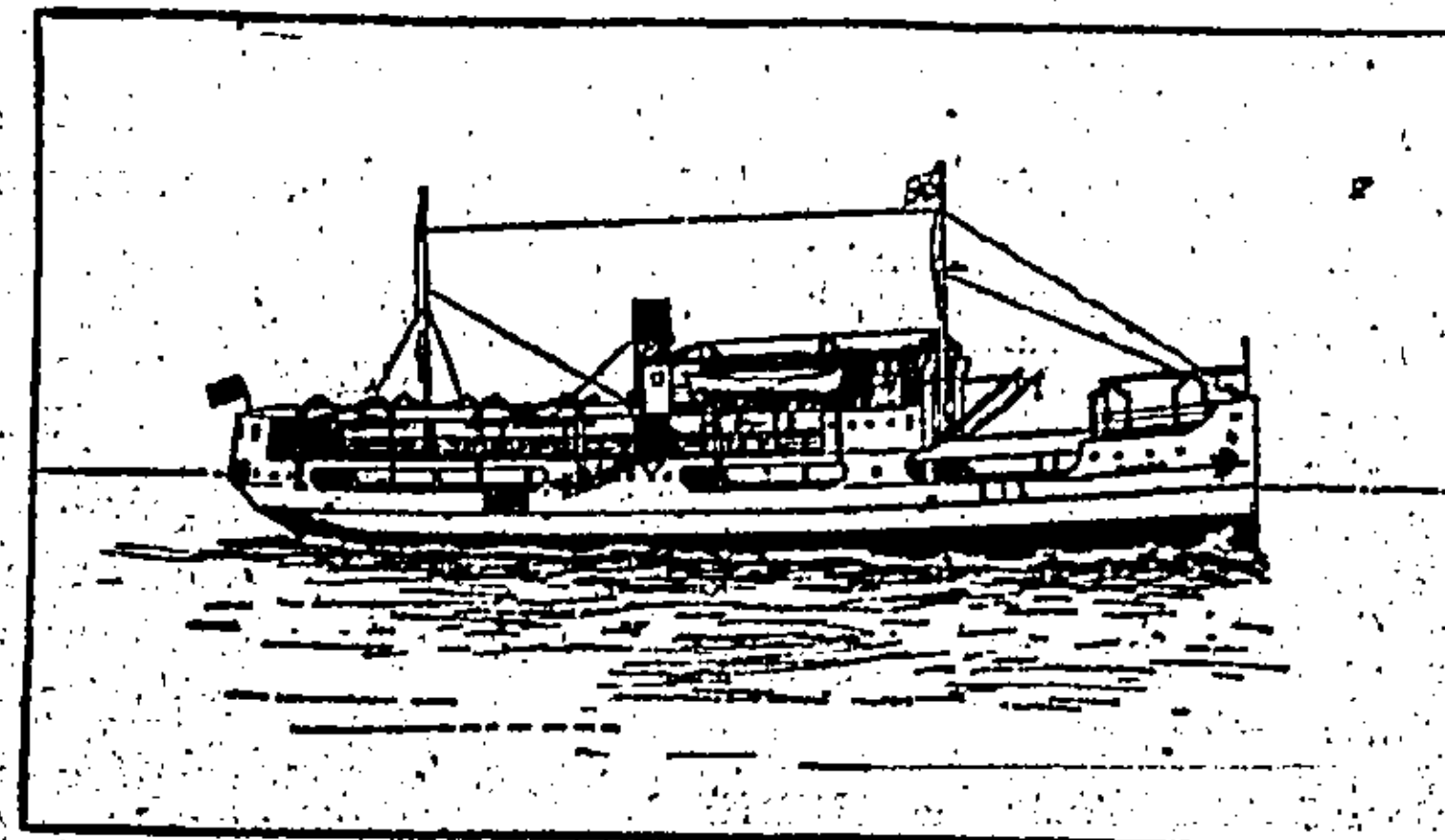
Two Kuomintang officers were spirit-  
ed away from the French Bund  
recently by the Nationalist secret  
service and a thrilling story is  
revealed.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER  
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,  
ELECTRICIANS.

The Com-  
pany pos-  
sesses Six  
Granite  
Docks and  
Two Pat-  
ent Slip-  
ways. The  
dimensions  
of No. 1  
Dock are  
700 ft. x  
86 ft. x 20  
ft.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.  
x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built  
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the  
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



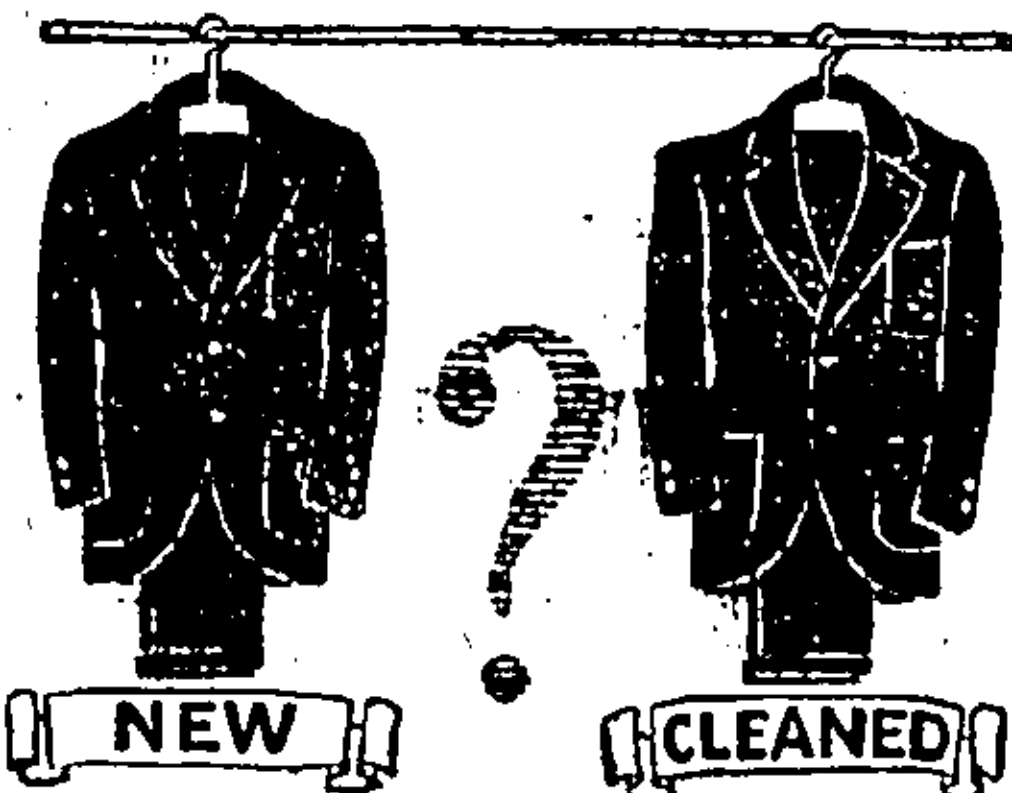
## EUMINTOL

A LIQUID  
DENTIFRICE  
OF EXQUISITE  
FLAVOUR  
MADE FROM  
THE FORMULA  
OF A WELL  
KNOWN  
DENTAL  
SPECIALIST.



THE REGULAR  
DAILY USE OF  
EUMINTOL  
WILL DO MUCH  
TO CHECK  
BACTERIAL  
GROWTH AND  
ACTIVITY IN  
THE MOUTH.  
PREVENT  
PYORRHEA  
AND KEEP THE  
TEETH SOUND  
AND BEAUTI-  
FUL.

A. S. WATSON & CO., LTD.  
ESTABLISHED 1841.



\$75.00 \$3.25

3 Piece Suit Dry Cleaned \$3.25  
2 " " " " \$2.75

and now for you, Sir!  
Which would you rather pay? Send  
us your old winter suits to be

DRYCLEANED AND SAVE MONEY  
THE MODERN DRY CLEANERS & DRYERS  
THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: MONKONG, Tel. 15. 25. KOWLOON HOTEL DEPOT.  
HONG KONG DEPOT: 19, Stanley Street, Tel. 15. 25. PEAK HOTEL DEPOT:  
MONKONG HOTEL (Visitors only). (Write or Phone for complete Price List)

## DAIRY FARM NEWS

Week end Specialty

## BLACK PUDDINGS

60 cents per lb.

If you've never tried them  
don't lose this chance.

The Dairy Farm Ice & Cold Storage Co., Ltd.

## \$1 BARGAINS

IN

EVERY  
DEPARTMENT

All our goods have been reduced  
to an exceptionally low figure  
and must be cleared to make  
room for New Season's Goods.

## YEE SANG FAT CO.

The Store That Saves You Money.

## WHITEAWAYS

## MEN'S UNDERWEAR



"MERIDIAN"  
(REGISTERED)  
INTERLOCK UNDERWEAR  
A Perfect Fabric for Sensitive Skins  
SOFT-ELASTIC-STRONG.



SEE THIS TRADE MARK  
AND OUR NAME ON  
EVERY GARMENT

THE MOST COMFORTABLE  
FABRIC FOR UNDERWEAR  
EVER INTRODUCED.

## "MERIDIAN" UNDERWEAR.

This underwear is beautifully soft and owing to the  
process of interlocking in manufacture is of much  
greater strength than ordinary underwear.  
Stocked in all sizes in light and medium weight in  
Vest, Pants or Combination.

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## The China Mail.

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Hong Kong, Thursday, Nov. 14, 1929.

HANDS OFF THE  
NAVAL BASE

Ex-servicemen and civilians  
who are proud of their British  
blood, especially those who have  
lived abroad, must regard the  
silly efforts of the Home La-  
bour Government to break down  
the National spirit, which we  
believe to be unconquerable, with  
no little disgust. "Soon, if the  
Labour Party has its way, the  
British Empire will be a third-  
rate power so far as military and  
naval defence are concerned, and  
will be totally unable to resist the  
designs which it is apparent are  
being planned for its fall. Men  
shut their eyes in 1913 to what  
they were amused to call "vague  
rumours" utilised by the Press  
for increasing newspaper circula-  
tion; but no one laughed in 1915.

We have just recently celebra-  
ted a day that has been set aside  
by all the peoples of the Empire  
for the remembrance of the  
Glorious Dead. What fitting  
memorial is it that we are allow-  
ing to be built up by a Party  
that winks whenever its glance  
turns to Moscow? Is it a gen-  
erous reward for blood spilt in  
heroic sacrifice that the women  
and children of the Empire are  
to be exposed to all the horrors of  
future warfare? That, without  
any exaggeration, is what the  
abolition of the Naval Base at  
Singapore would mean in the  
eventuality of time. It would  
render us open to merciless at-  
tack in our Far Eastern posses-  
sions, and whilst the British  
Fleet were attending to the  
crisis there, a greater one would

occur in Home waters—the  
nerve centre of the Empire.

The suicidal endeavours of the  
Labour Government, who now  
really have shown the ulterior  
motives underlying their un-  
healthy gestures of indiscrimi-  
nate hand-shaking with their  
"brothers," have opened the Em-  
pire to contempt and ridicule.  
Who before would have dared, or  
even have had reason, to address  
such impertinent words as the  
following, which appeared in a  
recent issue of the New York  
paper "Liberty?"—

"The history of nations and  
empires is like that of people.  
They are young, they grow up to  
the fullness of power, and they  
die. Great Britain is going along  
this historic road. In the old days  
when the aristocrats governed  
England they exploited the pos-  
sibilities of world empire. We  
still have echoes of that day in  
sonorous phrases: "The sun never  
sets on the British Empire."  
"The drumbeat sounds round the  
world." "Britannia rules the  
waves." In song and slogan the  
old order boasted of its might.

"It is more or less natural for  
aristocrats to think in such terms.  
They want to expand their own  
personalities by conquest so that  
their sons may become pro-  
consuls in subject lands and far  
islands and win the Victoria  
Cross in a fight on the Irrawaddy.  
But the ways of the aristocrats  
passed. There came the day  
when the votes of the common  
people ruled. And the masses—  
perhaps actuated by the familiar  
inferiority complex—felt that  
they must undo much that the  
aristocrats had done; felt that  
those things which had made the  
Great Britain of the aristocrats  
great must be all wrong.

"They grew sentimental about  
their coloured brother and felt  
that it was very wicked to send  
big ships to frighten him. They  
might let the "Keep Off the  
Grass" signs remain, but they  
would withdraw the policemen.

"That is what Britain is going  
about now. If it abandons its  
naval base at Singapore the Bri-  
tish Empire is walking down the  
hill to the sunset."

Can any Briton or Colonial  
read such scurrilous insults with-  
out feelings of shame and in-  
dignation? Yet there is truth  
in the "sting of the tail" contain-  
ed in the last paragraph. "If it  
abandons the Naval Base...  
and we agree that that, indeed,  
would be a dark day for the  
Empire."

In the House of Commons  
yesterday, the Labour First Sen-

Lord announced that, not only  
was work on the Base to be  
"glowed down," but all work  
"that could be" (whatever that  
may mean) was to be suspended,  
and no new work embarked upon,  
pending the five power confer-  
ence in London. It requires little  
reasoning faculty to infer that,  
in the event (a more than likely  
one) of the conference deciding  
against the Base, it would be  
closed down permanently, so far  
as the Labour regime is concern-  
ed.

The total contributions of  
Hong Kong, the F.M.S., and New  
Zealand amounted to £2,113,000.  
Was this vast sum given blindly,  
in response to the dictated wishes  
of a non-Socialist Government,  
or was it given from patriotic  
motives, and the sense of glorious  
duty which every man feels, in  
order to keep the bonds of Em-  
pire closer? We may not all be  
politicians, but we at least are  
able to realise the grave menace  
to which the Empire would be  
exposed did the "Red" idealists  
at Home (and now in Australia)  
have their way.

American opinion on this  
matter is:—

"Singapore could never be used  
offensively against us; Singa-  
pore's sole significance is as a de-  
fence of Great Britain's posses-  
sions and white colonies in the  
Pacific; and in case those white  
colonies become involved in a  
fight for their lives, it is probable  
that we would side with them  
rather than sit back and see them  
extinguished."

This is a very generous tribute  
from our trans-Atlantic cousins,  
but it is a helping hand which  
we sincerely hope we may never  
have to accept. We are even in-  
clined to consider it as another  
"gross insult" when we read the  
concluding portion of the article:  
"Should that come to pass,  
Singapore would be of inestim-  
able value as a base for our Navy.  
In fact, we could well afford  
right now to take over one-half  
of the cost of completing the con-  
struction at the Singapore base  
and enter into a joint ownership  
of it. Our half would cost us  
about \$125,000,000."

"It is clear that the people at  
Home suffered from an attack of  
short-sightedness when they elect-  
ed the present Government. It is  
curious how they could be so  
easily "taken in." Surely the  
time is come when British re-  
sidents abroad and in the  
Colonies should have a say in  
electoral matters? At any rate,  
it is evident that the love for the  
British Empire is vested more  
strongly in Britons far from the  
Old Country, and that our friends  
at Home are suffering from a  
strange and hopeless apathy.

## NEWS IN BRIEF

Cruelty to a chicken by carrying  
it suspended from its wings, led  
to a Chinese being fined \$5, or 8  
days, at the Kowloon Magistracy  
today.

Transmission of the "Shanghai  
Evening Post" has been denied by  
the Post Office there. The publish-  
ers expect to get the matter adjusted  
in a short time.

For the larceny of a plank of wood  
from a house under construction in  
Hong Kong, a Chinese was at the  
Kowloon Magistracy today sen-  
tenced to one week's jail with hard  
labour.

A paragraph in this morning's  
Police reports stated that a string  
of pearls were picked up in the  
centre of the city yesterday. Ap-  
plications concerning it should be  
made at Police Headquarters.

An extraordinary general meeting  
of shareholders and subscribers of  
the St. John's Cathedral will be held  
in the Cathedral Hall on Thursday,  
November 21, at 5.30 p.m. Further  
particulars may be learned from an  
advertisement appearing in this  
issue.

C. Abbas, an Indian student,  
was arrested in Kai Tak Road,  
Kowloon City, on Tuesday night for  
riding a bicycle without a light, but  
when mention of the offence was  
made before Mr. T. S. Whyte-Smith  
at the Kowloon Magistracy yester-  
day the youth failed to answer his  
name, his bail of \$3 being estreat-  
ed.

INDIAN CONSTABLE'S  
EYESBOGUS CLAIM OF ARREST OF  
THIEF

## "PLACED ON REPORT"

Today, Wong So, an unemploy-  
ed Chinese, was at the Kowloon  
Magistracy before Mr. T. S.  
Whyte-Smith charged on two  
offences, namely, (a) larceny  
from a person of a purse con-  
taining \$2 at Keelung Street; (b)  
returning before his banishment  
term of 10 years from October,  
1924, had expired.

Accused pleaded not guilty to  
the first, but admitted the second.  
Evidence by three Chinese proved  
that the accused had snatched  
the purse from the pocket of one  
of them while they were making  
purchases. The thief was finally  
handed over to an Indian Police-  
man.

The Indian gave a very differ-  
ent version. He made out that he  
had arrested the thief who  
was running, whereas according  
to the Chinese witnesses, the man  
was firmly held by them till the  
constable came on the scene.

Police Sergeant J. Jessop stated  
that what the constable had  
said about the thief running was  
all lies, and that he would place  
him on the report.

The Magistrate agreed, and  
pointed out that it had often hap-  
pened that an Indian policeman  
always tried to make people think  
that they did the arresting, and  
not anyone else!

His Worship convicted accused  
and sentenced him to one year's  
hard labour. On the charge of  
returning from banishment the  
accused was sentenced to one  
year's jail, and 15 strokes of the  
birch.—Both sentences to run con-  
currently.

## BRITISH EMIGRANTS

Australia Not To Grant  
More Passages

Rugby, Yesterday.  
Mr. Ponsonby, Under-Secretary  
for the Dominions, stated that a  
telegram had been received from the  
Prime Minister of the Common-  
wealth of Australia, Mr. Scullin,  
stating that it had been decided to  
suspend for the present the grant of  
assisted passages to Australia. He  
had received no communication on  
the subject from any of the state  
Governments, but he would point  
out that under the arrangements  
hitherto in force the grant of assist-  
ed passages was a matter for the  
Commonwealth and not for State  
Governments.

Mr. Ponsonby added, "I am sat-  
isfied that all parts of the British  
Empire overseas are sympathetic to  
migration from this country, but  
each respective Government must  
necessarily reserve the right to con-  
trol the movement of assisted em-  
igrants in accordance with local  
economic conditions. The question  
of the suitability of various parts  
of the Empire for migration from  
this country depends on many fac-  
tors which cannot be discussed  
within the limits of the answer to  
the Parliamentary question.—Brit-  
ish Wireless Service.

## THE DEAD SEA

Concession Now Under  
Consideration

Rugby, Yesterday.  
The Under-Secretary for the  
Colonies was asked whether the  
draft agreement with Mr.  
Novomsky for the Dead Sea con-  
cessions, the terms of which were  
given in a White Paper issued three  
days before the dissolution of the  
late Parliament, had now been rat-  
ified.

Mr. Lunn replied that the preli-  
minary agreement was signed on  
May 22. The final draft of the con-  
cession was now under considera-  
tion.—British Wireless Service.

## COAL INDUSTRY

The First Bill For  
Working Hours

London, Yesterday.  
It is stated that definite pro-  
gress was made at yesterday's dis-  
cussions between the Cabinet Coal  
Committee and the Executive of the  
Miners' Federation, enabling the  
Government to proceed immediately  
with the first Bill relating to work-  
ing hours and the marketing of  
coal.

Colliery owners in South York-  
shire and West Yorkshire, in de-  
fiance of the Mining Association,  
have jointly agreed to accept the  
Government's proposals.—Reuter.

A report has been made to the  
Police to the effect that a Chinese  
named Fung Tak-kwai, a folk em-  
ployed at a jeweller's shop at 137,  
Park Street, Kowloon, has abscond-  
ed taking with him rings and other  
jewellery worth \$183.

## P'RAPS—

## P'RAPS NOT!

An Aberdeen wished to catch  
the morning train to London, and  
being a heavy sleeper, was in doubt  
if he would wake up sufficiently  
early. He thought of several  
methods to ensure success, but each  
seemed to indicate the necessity  
for a tip. In the end he posted  
himself a letter without a stamp.

Next morning early there came  
a thunderous rattle on the door.  
The Scot opened the window, and  
the postman cried:—"Here's a  
letter for you, without a stamp.  
There's thruppence to pay."

"Take it back," commanded the  
wily one. "Carelessness like that  
deserves to be encouraged."

Through the busy streets a  
policeman led a child by the hand.  
A motherly looking woman paused  
in front of them for a moment.  
Then in a sudden burst of sym-  
pathy she bent over the child and  
gave her a hearty kiss.

"Poor little lamb!" she said.  
"She looks so cold and starved-  
like, and can't have been washed  
for a week. Some people never  
ought to 'av children. Where did  
you find the poor mite?"

"Find her?" echoed the police-  
man, indignantly. "What d'you  
mean? She's my own kiddie!"

The Middleton Dramatic Society  
was presenting an historical play,  
and one of the newly enrolled  
members had been assigned a part  
with exactly one line to speak. He  
was the headman, and, arrayed in  
all the glory of black tights and  
mask, he strode on to the centre of  
the stage and announced: "My  
lord, my lord, I have beheaded the  
maid." "Oh, you 'ave, 'ave you?"  
replied another small-part man in  
the guise of the cruel king. "Well,  
allow me to tell you that you've  
messed up the 'ole bloomin' show  
you've been an' done it two acts  
too soon!"

The tourist had been studying  
the lay-out of the district and,  
encountering a native, remarked:  
"How does the land lie out  
here?" "Why," returned the native,  
"taint the land, it's the land  
agents!"

He was tearing down the street  
as fast as his legs would carry him,  
with the stout landlord tolling in  
the rear. "Stop him! Stop him!"  
shouted the landlord. A policeman  
made an effort to do so, but the  
man said something to the con-  
stable, who allowed him to proceed.  
"Why didn't you stop him?" de-  
manded the landlord on reaching  
the policeman. "He told me you  
was running him for six drinks,"  
explained the man in blue. "So I  
was," said the landlord, furiously;  
"he hasn't paid for 'em."

Two friends met, one day, and  
began to discuss the various events  
which had taken place in their  
lives since last they met—a year  
ago.

"I've not done anything much  
at my job," said one. "I took a  
job as groom, and I've not had a  
minute's peace since!—on the go,  
day and night, and ordered about

"That's just how I've been treat-  
ed!" broke in the other.  
"You!" said the first, surprised.  
"How can you be putting up with  
my sort of life?—you never took on  
as a groom!"

"I did," said the other, gloomily.  
"I took on as a bridegroom!"

A young woman was sent by  
her father to buy a number of ties.  
She was fairly certain of the kind  
she wanted, and, in any case, did  
not want too much help from the  
assistant.

But the latter was a very  
pressing youth and, had a deal of  
advice to give; also, he tried to be  
bright, and succeeded in annoying  
the girl.

"There," he remarked with a  
knowing smile, "I'm sure he'll like  
those. All young men like them."  
The girl glanced at the ties in-  
differently; then, "Oh, he's not so  
young as you are," she said, sweetly.  
"He's a full-grown man!"

## TEN YEARS AGO

[From the "China Mail,"  
November 14, 1919.]

Today's dollar is worth 4/8 3/10d.

If all British firms in China insist  
upon their staffs acquiring a working  
knowledge of the Chinese language, we  
see trouble ahead. We have our-  
selves had a few bouts with this job,  
and always retired worsted. A lan-  
guage in which the same word means  
"tea" or "fork," according to whether  
you sing bass or tenor, has no sum-  
med. We admit the desirability of  
every Briton knowing the language.  
We have a keen desire to know it our-  
selves, but are not hopeless. We do  
sire what comfort we can from the  
local saying that every white man who  
really learns Chinese goes crazy. We  
hope to stay only half crazy.



## ANNUAL PHOTO EXHIBITION

OPEN TO ALL AMATEURS ANYWHERE

## POINTS OF INTEREST

The Hon. Secretary of the University of Hong Kong Photographic Club writes:

In view of the many enquiries received for the Second Annual Photographic Exhibition to be held in December I shall be much obliged if you will publish the following in your esteemed paper:

1. The exhibition is open to all amateur photographers in the Colony and abroad.
2. The exhibition print must be taken by the exhibitor himself. In case of any dispute, he will be asked to furnish data in this respect. The development and finishing of the print may be done by any developing and printing firm in town.
3. Prints must be smaller than 15 in. x 12 in., but not smaller than 10 in. x 8 in., will be accepted for the exhibition.

Essentials of Press photographs. Local Customs and Commercial Practice.

1. Exhibition prints in this section must not be smaller than 10 in. x 8 in., or 12 in. x 10 in.
2. Prints must be printed on glossy or semi-glossy photographic papers. Glazing of the print is to be preferred.
3. Each print must show plainly its subject or "tell its story" and must be accompanied by a few explanatory words as possible.
4. Prints must be sharp and full of detail and of good contrast.
5. The prints will be judged in order of importance for:
  - (a) its interest—the story it tells;
  - (b) its technical excellence;
  - (c) its artistic value.

## ARMED ROBBERY

## Sequel to "Hold Up" in Chinese House

In connection with the attempted armed robbery at a cattle dealer's house on the Matakok Road, reported in yesterday's "China Mail", it was learned this morning that the Police have effected the arrest of three suspects who are undergoing interrogation.

It will be remembered that four men gained admission to the cattle dealer's house by knocking at the door and calling out his "flower name" (Sau Pak).

After they were admitted, the four men, one of whom was armed with a revolver, said that they had come to "search," and when the cattle dealer resisted he was struck on the chest by one of the intruders. The man with the revolver threatened to shoot anyone who attempted to raise the alarm.

Fugitive Caught  
In spite of this threat the cattle dealer called out "robbery" whereupon all four intruders decamped without stealing anything. They ran in the direction of the hill behind the house, followed by the cattle dealer and a foki. At the foot of the hill the foki caught one of the fugitives who was handed over to Inspector Phillips, in charge of the district, who happened to be passing at the time.

The other three got away for the time being but smart detective work on the part of the Police has resulted in the arrest of the three suspects.

## BRITISH CLAIMS

## Compensation for Losses at Chinkiang

Shanghai, Yesterday.  
For the settlement of the outstanding claims of British subjects for losses sustained at Chinkiang in 1927, the Chinese Government have agreed to place \$68,000 (Mex) at the disposal of two Commissioners, who will examine the claims and distribute the amounts. Any balance remaining after settlement will be returnable to the Chinese Government.

The two commissioners are Mr. G. A. Combe, one of His Majesty's Consuls General in China, appointed by the British Government, and Mr. T. F. Tai, Superintendent of Customs and ex-Commissioner of Foreign Affairs at Chinkiang, appointed by the National Government.—Reuter.

## U.S. FINANCE LOSSES

## Leading Stocks Closing at Low Levels

New York, Yesterday.  
There was another disastrous day in the Stock Exchange, leading stocks closing at new low levels. There have been no failures so far among brokerage houses, but the Governors of the Exchange are daily tightening their requirements, but have not instructed all members to close daily detailed return showing

## TRAGEDY OF LOST WAR PRISONERS

## HUNGARIANS SCATTERED IN SIBERIA

## REPATRIATION

Budapest.—A movement will shortly be started to repatriate the 10,000 or so Hungarian prisoners who are known to be living in Siberia, Turkestan, and the Caucasus. The movement has been set on foot by the American Hungarians who recently attended the world congress of Hungarians in Budapest, and expressed deep sympathy with the families whose breadwinners have not returned since the war.

A writer in the "Pesti Naplo" who has returned from Russia states that after the Red Army had beaten the White Armies in 1919, Lenin decided to repatriate all the German, Austrian, and Hungarian prisoners, with the idea of spreading the Communist doctrine and hastening the world revolution. But the Russian members of the committee detailed to collect the prisoners into groups were affected by the chaos of the time, and contented themselves with drinking thirty cups of tea a day and repeating the word which in Russian signifies "We have plenty of time." The epidemic of typhus carried off thousands of prisoners whose deaths were in no way recorded by the Russians. Others who doubted that the "repatriation" was only a name to cover worse conditions and treatment, and who feared the epidemic, made their escape and headed for Vladivostok in the hope of finding ships bound for home; and as the last repatriating committee was stationed at Krasnojarsk, all trace of them was lost.

Later, when the repatriation was officially declared to be concluded, the Soviet desired to enforce the naturalization of all the remaining prisoners, and imprisoned those who unwilling to renounce their nationality, and to escape this inquisition the Hungarians moved into Asia. Many Hungarian colonies exist in Siberia, near the Baikal lake, and it is stated that a chain of such colonies are to be found in the neighbourhood of Tashkent, Samarkand, and also on the shores of the Caspian Sea.

## BELGIAN CRISIS

## Likely Split In Coalition Government

Brussels, Yesterday.  
The Government, which is a coalition of Liberals and Catholics, are heading for disaster on an issue which the Premier, M. Jaspar, upon election five months ago, declared was an essential task of the new legislature, namely, the language question.

M. Jaspar accepted the contention of the Catholics that Ghent must become essentially a Flemish University, but the Liberals oppose the proposition in tones, leaving little doubt of an imminent break-up of the coalition, with small prospect of an alternative Government at present visible as the Socialists are the second largest party far short of a bare majority.—Reuter.

## HUGE OIL BID

## Thought To Be In Rockefeller Interests

New York, Yesterday.  
It is learned that a bidder, whose name has not been disclosed, has placed a bid for a million shares in the Standard Oil Company of New Jersey at \$50 a share. Stock closed at 50 1/4. Traders presume that the bid was for the Rockefeller interests. The report, which was circulated after the stock market had closed, caused a late flurry in the cotton market, which shot up nearly 20 points in the last quarter of an hour.—Reuter's American Service.

## CHANCE FOR SAILORS

## Means To Escape From Submarines

Rugby, Yesterday.  
Mr. A. V. Alexander, First Lord of the Admiralty, said that arrangements were being made to purchase sufficient sets to equip all officers and men in submarines with apparatus which should afford each individual member of the crew a fair chance of escaping from sunken submarines and reaching the surface.—British Wireless Service.

their position, a measure not remembered since 1917.

President Confers  
Washington, Yesterday.  
President Hoover, Mr. A. W. Mellon, and Mr. Roy Young, Secretary of the Federal Reserve Board, conferred on the Wall Street situation to-day. A statement has not been issued, but great importance is attached here to the conference.—Reuter's American Service.

## BISHOP'S PLEA FOR MODERNISM

## DR. BARNES EXPOUNDS HIS FAITH

## TWOFOOLD TASK

A large congregation crowded the Birmingham Cathedral on September 29, when the Bishop of Birmingham, Dr. E. W. Barnes, expounded the principles of Modernism.

Modernism, he declared, is faced with a twofold task—that of defending and consolidating the religious gains of the Reformation against the revival of old crudities, and that of meeting Evangelical fundamentalism by absorbing into its faith the new knowledge of this era.

This is the fifth anniversary of Dr. Barnes's consecration as Bishop of the diocese, and his voice betrayed an eagerness that seldom penetrates the measured periods of his sermons as he made his final declaration:

"My friends, it is glorious to have a revelation, a certainty, a mission such as Modernist Christians have to-day. Those who misunderstand us say that we are slipping from the bank of Catholic authority or Protestant orthodoxy into the ditch of unbelief. We answer that we have reached the uplands where the air is pure, where the Spirit blows and we hear the sound thereof. And we remember that where the Lord is, there is freedom. It is the sense of religious freedom that is so exhilarating in Modernism."

"Pagan Elements"  
Earlier in his sermon, he had referred to the necessity of consolidating the religious gains of the Reformation. "As every scholar knows," he stated, "there are in Catholicism pagan elements. These our Church rejected in that great struggle for the purification of religion which we associate with men like Colet and Erasmus, Latimer, and Cranmer. The rejection must be reaffirmed. For the simple reason that they are still untrue, we will not accept the dogmas of Catholicism repudiated at the Reformation."

"But equally, the Modernist seeks to absorb into his scheme the knowledge of our era. We must set the Christian Message and our own religious experience against a new background."

"Now the process is one of automatic adjustment if only truth is fearlessly sought. It is fear which paralyses too many religious teachers to-day. We should, for instance, expect the Evangelical to protect his beliefs against teaching which condemns the Reformation; but his offensive is weakened because he is always anxious to protect his flank against what he regards as the assaults of modern culture."

"The Modernist has no need to fear such flank attacks. He seeks truth and is untroubled, as he welcomes modern science and modern scholarship. He is secure in his belief that the Holy Spirit of God is the source of truth."

The Modernist had also his own religious experience, Dr. Barnes added, and his sense of Divine guidance.

"Follow the light," he exhorted. "Put behind you beliefs of the religious twilight which still persist in Latin Catholicism: they are not Christian and they have no future. Put behind you equally fundamentalism, that product of ignorance and fear."

"Erasmus had no belief in verbal inspiration, nor had Luther. It comes from the Middle Ages, not from the Reformation. To-day it alienates our thoughtful young people because they cannot go freely to the Bible to take what satisfies their spiritual needs and leave the rest."

## Half-Beliefs

"In many ways the modern outlook is uncompromising and decisive," Dr. Barnes proceeded. "It annoys those who love half-beliefs round which sentimental memories cling. It perturbs those who seek some static religious authority. Such know, often enough, that neither Catholicism nor Fundamentalism can give them satisfaction: it is their complaint that they cannot find in Modernism a fixed body of dogma."

"Any such complaint rests upon misunderstanding. For Modernist Christianity is not to be classed among religions of authority: it is a religion of the Spirit. It is an attitude of mind, a confident expectation, an aspiration that and itself satisfied, rather than a matter of system or formula. "Modernism takes the right of private judgment men took at the Reformation; it joins that right to the illumination of the Inner Light and to the new aspects of truth, of the discovery of which we in the Twentieth Century are justly proud."

## SHADOWS BEFORE.

## COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions  
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.  
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.  
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

Entertainments  
To-day—Queen's Theatre; "Alibi."  
To-day—Star Theatre; "Midnight Taxi."  
To-day—World Theatre; "The Woman from Hell." (Continuous performance from 1.15 to 11.15 p.m.)

To-day—Majestic Theatre; "The Love Thrill."

Home Mail  
To-morrow—Inward from London and ports ("Patrolus").

Meeting  
November 18—Hong Kong Jockey Club Meeting, 5.15 p.m.

Lummers' Auctions  
To-morrow—At Sales Room, Duddell Street, valuable household and office furniture, 2.30 p.m.

To-morrow—At Sales Room, Duddell Street, collection of Postage Stamps, 5.15 p.m.

Sport  
November 16—Extra Race Meeting, Happy Valley.

Miscellaneous  
To-day—Chamber Music Concert arranged by Mr. Ore, Cathedral Hall 9.15 p.m.

To-day—University Lecture on "The Plays of John Galsworthy" by Prof. R. K. M. Simpson, 8.30 p.m.

To-day—R. E. O. C. A. Dinner, Savoy Hotel, 8.30 p.m.

To-morrow—Interport Dinner, Hong Kong Hotel Roof Garden, 8 p.m.

Nov. 19—Helena May Institute Lecture on "Impressions of Java," by Dr. G. A. Herklotz, 6.30 p.m.

Nov. 20—Victoria Diocesan and Missionary Association "At Home," Helena May Institute, 4.30 p.m.

## BUDAPEST MYSTERY

## Girl Who Was Thought To Be Dead

Budapest.—Last February a Budapest widow, Mrs. Hunek, went to Kaposvar to attend the wedding of a relative, leaving her eighteen-year-old daughter alone in her flat in Budapest. While in the provinces Mrs. Hunek caught influenza, and was obliged to postpone her return for a few days. A letter informed her that her daughter was also suffering from a slight attack of influenza, but a few days later a telegram from her neighbour in Budapest announced that the daughter had died.

The shock of this news caused Mrs. Hunek to fall seriously ill, and it was not until May that she was well enough to return to the city. In September she received a letter written in handwriting which she believes to be that of her daughter, bearing a Paris postmark, in which the girl states that another person was buried in the Rakoskereszt cemetery under her name; that she is well, but strictly guarded; and that she is not allowed to disclose her address.

When the necessary permission has been obtained from the authorities Mrs. Hunek desires to have the supposed body of her daughter exhumed at her own expense. In the meantime she is distracted between the various possibilities that the letter is a hoax, that the girl has been spirited away by persons who desired to dispose of a corpse without rousing suspicion, that the girl has been the victim of white-slave traffic, or has herself connived at her flight with a clandestine lover.

## UNMUZZLED DOG

Mr. W. M. Gittins, B.Sc. (Eng.) of the staff of William C. Jack & Co., Ltd., and residing at 143, Kowloon Tong Estate, was at the Kowloon Magistracy this morning fined \$5 by Mr. T. S. Whyte-Smith for allowing his dog to be abroad without a muzzle.

Through some misunderstanding, a summons for keeping the dog, without a licence from the C.S.F., was not served on the defendant. Sergeant T. H. Kelly informed his Worship that two further summonses regarding Mr. Gittins' two dogs being abroad without a muzzle were served yesterday, and would be heard probably next week.

Glaxo  
Builds Bonnie Babies.

## NEW ADVERTISEMENTS.

## ST. JOHN'S CATHEDRAL.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Seatholders and Subscribers will be held in the Cathedral Hall on THURSDAY, 21st inst., at 5.30 p.m.

- (1) To consider, and if thought necessary, approve of the proposed Church of England Trust Ordinance, a copy of which can be seen at the Cathedral Hall or on application to the Hon. Secretary.
- (2) To elect two persons to represent St. John's Cathedral on the Body of Trustees to be constituted by the proposed Ordinance.

By Order of the Church Body,  
W. L. FATTENDEN,  
Hon. Secretary.  
Hong Kong, 11th Nov., 1929.

## IN OTHER PLACES

## Chronicles From Japan To Java

The Rev. A. Eklund, principal of Oldham Hall School, Singapore, and family are spending a holiday at Brasgari.

Mr. J. H. Saunders, late director and manager of Messrs. Pritchard & Co., Ltd., Ipoh, is returning to Ipoh after a brief trip to England.

Mr. F. C. Sands, Commissioner for Malaya of the Boy Scouts' Association, returned to Singapore from England, where he attended the World Jamboree.

At Carcosa on Nov. 3, the Chief Secretary, Sir William Peel, presented medals and decorations to Major N. J. A. Foster, M.C., Major J. H. Harris, Major H. de C. Elton, and C. S. M. H. Oke.

Mr. H. R. Oldham, of Messrs. Boustead and Co., Ltd., Teluk Anson, is shortly to be transferred to the firm's office at Tumpat, Kelantan. Mr. Strong from Tumpat will succeed him at Teluk Anson.

On the occasion of his leaving the firm, the staff of the N. V. Straits Java Trading Co., Penang, entertained Mr. and Mrs. L. E. Slove to a farewell dinner at the Railway Restaurant, Penang.

It is rumored that Mr. W. Bosker, Senior Executive Engineer, Klang, will be going on transfer to Trengganu in the near future, and that Mr. W. L. M. Beer, Assistant Engineer, P.W.D., Klang, is going on transfer to Kedah.

Mr. F. J. Bryant, the doyen of the Perak Bar, has returned to Ipoh on one of his periodical visits to look after his interests in Malaya. Mr. Bryant intends to stay there till about February when he will return home and settle down at Dulwich.

Mr. J. Read, who served his apprenticeship with F. Leader, the well-known trainer, arrived in British Malaya to ride for the stables of Mr. T. H. Menzies. He was a passenger on the Glen. s.s. "Pembroke" which put in at Port Swettenham on Oct. 16 and, passing through Kuala Lumpur, he went immediately to Perak where he was engaged to ride at the meeting there.

Mr. Donald Richard Amarasekara was entertained to dinner by the Ceylonese of Klang at the Station Hotel, Klang, on a Saturday night in honour of his appointment as a Justice of the Peace for the State of Selangor. Over seventy members and guests were present. Mr. A. H. Frugnet presented, and among those present were Rajah Ya'Acob bin Jaafar, Dato-Kaya, Mr. Goh Hock Huat, J.P., Mr. J. H. de Saram, Tuan Haji Malik bin Haji Yusop, J.P., Towkay Li Kim Chuan J.P., Mr. S. Martin, Tuan Mohamed Ali bin Thab, Towkay Kow Tiam Chuan, Messrs. C. J. H. Lowe, Lim Hin Kiong, P. R. Kandiah, and G. B. M. Rappa.

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## A WEEK'S PAPERS IN ONE.

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and all the NEWS.

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the trouble of writing Home.

All interest in the Colony during the week has been centred on the observance of Armistice Day, which was practically observed as a holiday. The usual solemn ceremony, preceded by a special service in St. John's Cathedral, was witnessed at the Cenotaph where many hundreds gathered for the "Two Minutes' Silence" and the laying of wreaths by His Excellency the Governor and representatives of public bodies.

The usual Armistice Dinner was arranged by the Ex-Service Men's Association and the British Legion of Frontiersmen, and was a great success. A full report will be found in the "OVERLAND CHINA MAIL."

Likewise Poppy Day, in aid of the late Earl Haig's Fund was equally successful, the early returns showing an increase over the collections for last year all over the Colony.

Interport cricket has again claimed the attention of sportsmen. After a fine start Malaya went under to Shanghai by one wicket. Hong Kong next put paid to Shanghai's account by 82 runs, and at the time of going to press Hong Kong has secured a good lead on the first innings over Malaya. It has been a week of thrills, in which the glorious uncertainties of the game have been exemplified to the utmost. Full accounts by a special writer are published in this week's "OVERLAND CHINA MAIL."

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office or your part, and at a one-and-only cost of H.K.\$1.75 for three months, the "Overland China Mail" will be sent Home for you every week, containing the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest

whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

## READY TO -MORROW

Mail via Suez closes at 10.30 a.m. on Saturday,  
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## HONG KONG SHARE MARKET

### To-day's Deals and Quotations

| Stock                                       | Buyers | Sellers | Sales | Norm.     | Paid up<br>Value | High & Lowest<br>1928-29 | Dividend            |
|---|--------|---------|-------|-----------|------------------|--------------------------|---------------------|
| <b>BANKS.</b>                               |        |         |       |           |                  |                          |                     |
| Hong Kong Bank                              | 1,355  | ...     | ...   | ...       | \$125            | 1,385-1,150              | £3 Int. 1929        |
| (Lon. Reg.)                                 | ...    | ...     | ...   | 125%      | ...              | ...                      | ...                 |
| Chartered Bank                              | 19     | ...     | ...   | ...       | £1.10            | 21.15-18.63              | 7 1/2 Int. 1929     |
| Mercantile Bank, A. & B.                    | ...    | ...     | ...   | 30 1/4    | ...              | 34 1/2-30                | 8 1/2 Int. 1929     |
| Bank of East Asia                           | 95     | ...     | ...   | 13 1/4    | \$100            | 15 1/2-13 1/4            | 8 Int. 1928         |
| <b>INSURANCES.</b>                          |        |         |       |           |                  |                          |                     |
| Canton Ins.                                 | 695    | ...     | ...   | ...       | \$100            | 720-590                  | 40 Int. 1928        |
| Union Ins.                                  | ...    | 365     | ...   | ...       | £1               | £390-397                 | 4 1/2 Int. 1928     |
| North China Ins.                            | 160    | ...     | ...   | ...       | £15              | 1160-120                 | 20 Int. 1927        |
| Yangtze Ins.                                | ...    | ...     | ...   | 50        | \$50             | 50-33                    | M. \$3.50 1928      |
| China Underwriters                          | ...    | 2.30    | ...   | ...       | ...              | 2.10-1.75                | ...                 |
| China Fire Ins.                             | 320    | ...     | ...   | ...       | ...              | 310-304                  | 18 Int. 1928        |
| H. K. Fire Ins.                             | 815    | ...     | ...   | ...       | \$50             | 825-662 1/4              | 43 Int. 1927        |
| <b>SHIPPING.</b>                            |        |         |       |           |                  |                          |                     |
| Douglases                                   | 27     | ...     | ...   | ...       | \$50             | 43-27 1/4                | 4 Int. 1924         |
| H. K. Steamships                            | ...    | ...     | ...   | 20 1/4    | £15              | 30-29 1/4                | 1 Int. 1928         |
| Indo-China (Pref.)                          | 45     | ...     | ...   | ...       | £5               | 5 1/2-5                  | 12 1/2 Int. 1925    |
| (Def.)                                      | ...    | ...     | ...   | 70        | £5               | 118 1/2-89 1/2           | 5 1/2 Int. 1928     |
| Shell Transport                             | ...    | ...     | ...   | 9 1/2     | £1               | 24 1/2-17                | 1.50 Int. 1928      |
| Union Waterboats                            | ...    | ...     | ...   | 22        | £7               | ...                      | ...                 |
| <b>MINING.</b>                              |        |         |       |           |                  |                          |                     |
| Benguet                                     | 4.50   | ...     | ...   | ...       | Po. 10           | \$4.80-1 1/4             | 0.35 Int. 1929      |
| Kailan Mining Ad.                           | ...    | ...     | ...   | 56 1/3    | ...              | 18 1/4-9 1/4             | 2 1/2 Int. 1929     |
| Langkai (Comb.)                             | ...    | ...     | ...   | 12.00     | Gr. 10           | ...                      | ...                 |
| (Single)                                    | ...    | ...     | ...   | 7 1/4     | ...              | 4.10-40                  | To 50 Int. 1927     |
| S'hai Explorations                          | ...    | ...     | ...   | 1.3 1/2   | ...              | 8.25-4 1/4               | T. 75 Int. 1926     |
| Loans                                       | ...    | ...     | ...   | 5         | £1               | 50.60-3 1/4              | 21. 6d. Int. 1929   |
| Raub  | ...    | ...     | ...   | 9 1/4     | ...              | ...                      | 4 1/2 d. Int. 1929  |
| Tronoh Mines                                | ...    | ...     | ...   | 21 1/2    | ...              | ...                      | ...                 |
| <b>DOCKS, WHARVES,<br/>GODOWNS, &amp;c.</b> |        |         |       |           |                  |                          |                     |
| H. K. & W. Wharves                          | ...    | ...     | ...   | 147 1/4   | \$50             | 148 1/4-120              | 8 Int. 1928         |
| H. K. & W. Docks                            | ...    | 38 1/4  | ...   | ...       | \$50             | 148 1/4-33 1/4           | 4 Int. 1924         |
| China Provident                             | 5.10   | ...     | ...   | ...       | £100             | 6.60-3.50                | 1.20 Int. 1924      |
| Hongkong                                    | ...    | ...     | ...   | 190       | £100             | \$100-125                | T3 Int. 1929        |
| N. Engineering                              | ...    | ...     | ...   | 7 1/2     | £5               | 8.50-4.60                | 0.10 Int. 1928      |
| Shanghai Docks                              | ...    | ...     | ...   | 100       | £75              | 145-89 1/4               | 7 1/2 Int. 1929     |
| <b>COTTON MILLS.</b>                        |        |         |       |           |                  |                          |                     |
| Ewo Cotton                                  | 14 1/4 | ...     | ...   | ...       | £5               | 23.10-7                  | To 40 Int. 1929     |
| S'hai Cotton (old)                          | ...    | ...     | ...   | 75        | £50              | 101-45                   | 4 1/2 Int. 1929     |
| (new)                                       | ...    | ...     | ...   | 40        | £50              | 76-34 1/2                | 4 1/2 Int. 1929     |
| Zoong Sing                                  | ...    | ...     | ...   | 9 1/4     | £10              | 13-5                     | 6 Int. 1926         |
| <b>LANDS, HOTELS<br/>&amp; BUILDINGS.</b>   |        |         |       |           |                  |                          |                     |
| H. & S. Hotels                              | ...    | ...     | ...   | ...       | \$10             | 11.10-7 1/4              | 1.20 Int. 1924      |
| H. K. Lands                                 | ...    | ...     | ...   | ...       | \$5              | 68 1/2-59                | 2 Int. 1929         |
| Shanghai Lands                              | ...    | ...     | ...   | 16 1/2    | £50              | 165-124                  | T3 Int. 1929        |
| Humphreys                                   | ...    | ...     | ...   | 14 1/4-50 | £10              | 15 1/4-13                | 1 Int. 1928         |
| H. K. Realities                             | ...    | 9 1/4   | ...   | ...       | £10              | 9.35-7 1/4               | 0.30 Int. 1929      |
| Chinese Estates                             | ...    | 98      | ...   | ...       | ...              | ...                      | 4 Int. 1928         |
| <b>PUBLIC UTILITIES.</b>                    |        |         |       |           |                  |                          |                     |
| H. K. Tramways                              | ...    | 19.60   | ...   | ...       | £5               | 27 1/2-18                | 0.50 Int. 1929      |
| Peak Tram (old)                             | ...    | ...     | ...   | 11 1/4    | £10              | 14.10-11.80              | 10 Int. 1929        |
| (new)                                       | ...    | ...     | ...   | 6.05      | £5               | 9-6.05                   | 10 Int. 1929        |
| Star Ferry                                  | ...    | 72      | ...   | ...       | £5               | 74 1/2-58                | 3.50 Int. 1928      |
| Ch. Lights (old)                            | ...    | 16 1/4  | ...   | ...       | £5               | 17.50-9 1/4              | 5 Int. 1929         |
| (new)                                       | ...    | ...     | ...   | 16.10     | £5               | 16.30-2.50               | 5 Int. 1929         |
| H. K. Electric                              | ...    | 66 1/4  | ...   | ...       | £10              | 67 1/4-47 1/4            | 2.50 Int. 1928      |
| Macao                                       | ...    | ...     | ...   | ...       | ...              | ...                      | ...                 |
| Sandakan Lights                             | 7.80   | ...     | ...   | ...       | \$2.50           | 8.30-3.98                | 4 Int. 1929         |
| Telephones                                  | ...    | ...     | ...   | ...       | ...              | 121-118                  | 5 Int. 1928         |
| China Buses                                 | ...    | ...     | ...   | ...       | £1               | 1-16 1/2                 | 5 Int. 1928         |
| S'pore Tractions                            | ...    | ...     | ...   | ...       | £1               | ...                      | ...                 |
| <b>INDUSTRIALS.</b>                         |        |         |       |           |                  |                          |                     |
| China Sugars                                | ...    | ...     | ...   | 95 cts.   | \$25             | 13.60-0.50               | In liquidation 1928 |
| Malayan Sugars                              | ...    | ...     | ...   | ...       | £38              | 30-17                    | ...                 |
| Cald. Macg. Co.                             | ...    | ...     | ...   | ...       | £10              | ...                      | ...                 |
| Canton Tees                                 | ...    | ...     | ...   | ...       | £10              | 4 1/4-1 1/4              | 0.90 Int. 1925      |
| Coments (comb.)                             | ...    | ...     | ...   | ...       | £10              | 14.00-7 1/2              | 0.80 Int. 1925      |
| (old)                                       | ...    | ...     | ...   | ...       | £10              | 10-6 1/4                 | 0.10 Int. 1925      |
| (new)                                       | ...    | ...     | ...   | ...       | £10              | 3.25-0.80                | 1.25 Int. 1924      |
| H. K. Ropes                                 | ...    | 8 1/4   | ...   | ...       | £10              | 9.00-6 1/4               | ...                 |
| United Asbestos                             | ...    | ...     | ...   | ...       | ...              | ...                      | ...                 |
| <b>STORES, &amp;c.</b>                      |        |         |       |           |                  |                          |                     |
| Dairy Farms                                 | ...    | 21 1/4  | ...   | ...       | £7 1/2           | 23 1/4-15 1/4            | 1.25 Int. 1928      |
| Watson                                      | ...    | 12      | ...   | ...       | £10              | 15-11                    | 0.50 Int. 1928      |
| Der A Wings                                 | ...    | ...     | ...   | ...       | £6               | 4-1 1/4                  | 0.30 Int. 1926      |
| Lane Crawford                               | ...    | ...     | ...   | ...       | £6               | 12-7 1/2                 | 10 Int. 1928        |
| Macdonalds                                  | ...    | ...     | ...   | ...       | £10              | 5 1/4-1 1/4              | 0.25 Int. 1929      |
| Sincere                                     | ...    | ...     | ...   | ...       | £10              | ...                      | ...                 |
| Wm. Powells                                 | ...    | ...     | ...   | ...       | £10              | ...                      | ...                 |
| <b>MISCELLANEOUS.</b>                       |        |         |       |           |                  |                          |                     |
| H. K. Amusements                            | ...    | ...     | ...   | ...       | £10              | 31 1/4-22                | 2.50 Int. 1929      |
| H. K. Constructions                         | ...    | ...     | ...   | ...       | £10              | 1.30-1 1/4               | 1.50 Int. 1929      |
| H. Ind. C.S. Bonds                          | ...    | ...     | ...   | ...       | ...              | ...                      | ...                 |
| H. K. Govt. Loans                           | ...    | ...     | ...   | ...       | ...              | ...                      | ...                 |

## EXCHANGES

### TO-DAY'S QUOTATIONS

|                                |          |
|--------------------------------|----------|
| <b>On London—</b>              |          |
| Bank, wire                     | 1/8 1/2  |
| Bank, on demand                | 1/8 9/16 |
| Bank, 80 days' sight           | 1/8 1/2  |
| Bank, 4 months' sight          | 1/8 1/2  |
| Credits, 4 months' sight       | 1/9 1/2  |
| Documentary 4 months' sight    | 1/9 1/2  |
| <b>On Paris—</b>               |          |
| On demand                      | 1082 1/2 |
| Credits, 4 months' sight       | 1187 1/2 |
| <b>On Berlin—</b>              |          |
| On demand                      | ...      |
| <b>On New York—</b>            |          |
| On demand                      | 41 1/2   |
| Credits, 60 days' sight        | 43 1/2   |
| <b>On Bombay—</b>              |          |
| Wire                           | 114 1/2  |
| On demand                      | 114 1/2  |
| <b>On Calcutta—</b>            |          |
| Wire                           | 114 1/2  |
| On demand                      | 114 1/2  |
| <b>On Singapore—</b>           |          |
| On demand                      | 73 1/2   |
| <b>On Manila—</b>              |          |
| On demand                      | 83 1/2   |
| <b>On Shanghai—</b>            |          |
| On demand                      | 78 1/2   |
| 80 days' sight (private paper) | ...      |

|  |              |
|--|--------------|
| <b>On Yokohama—</b>                    |              |
| On demand                              | 85 1/2       |
| Gold Leaf, 100 fine (per taol)         | ...          |
| <b>Sovereigns (Bank's buying rate)</b> |              |
| Silver (per oz.)                       | 11.23        |
| Bar Silver in Hong Kong                | Par.         |
| Copper Cash                            | Nominal      |
| Copper Cents                           | 8% prem.     |
| Rate of Native Interest                | 7% p.a.      |
| Chinese Sub. Coin                      | 24 1/2% dis. |
| Hong Kong Sub. Coin                    | Par.         |

## LONDON EXCHANGES

|                           |            |
|---------------------------|------------|
| <b>London, Yesterday.</b> |            |
| Paris                     | 123.84     |
| New York                  | 4.87 21/82 |
| Brussels                  | 34.865     |
| Geneva                    | 25.165     |
| Amsterdam                 | 12.07 1/4  |
| Milan                     | 93.14      |
| Berlin                    | 20.335     |
| Stockholm                 | 18.155     |
| Copenhagen                | 18.205     |
| Oslo                      | 18.205     |
| Vienna                    | 34.69      |
| Prague                    | 164 1/4    |
| Helsinki                  | 194 1/4    |
| Madrid                    | 21.17      |
| Lisbon                    | 108.25     |
| Athens                    | 975        |
| Bucharest                 | 810        |
| Rio                       | 5 18/16    |
| Buenos Aires              | 46 5/16    |
| Baghdad                   | 1/5 27/82  |
| Shanghai                  | 2/2 1/4    |
| Yokohama                  | 1/11 31/33 |
| Long Kong                 | 1/8 1/4    |
| Silver                    | 22 9/16    |
| Silver Forward            | 22 1/2     |

—British Wireless Service.

## GENERAL SMUTS

### To Address Meetings In America

London, Yesterday.  
General Smuts sails for America on December 24, returning to England on January 11. He will be the guest of the League of Nations Association, and will address a number of meetings, the most important being in New York on January 6, in connection with the celebration of the tenth birthday of the League of Nations. Twenty-five natural organizations are co-operating in this function. General Smuts will also visit Washington.—Reuter.

## EX-PRINCESS DEAD

### Sad End To Life Of Frau Zoubkoff

Bonn, Yesterday.  
The death is announced of Frau Zoubkoff, sister of the ex-Kaiser. Only the nurses were with Frau Zoubkoff when she died. Her last words were spoken to her brother-in-law, the Grand Duke of Hesse, in English, which she always used when possible.  
Her sister, the Grand Duchess, visited the hospital where the Princess died and was reconciled to her early in the week, after a separation caused by the marriage with Zoubkoff two years ago.—Reuter.

## G. FALCONER & CO., (HONG KONG) LTD WATCHMAKERS & JEWELLERS DIAMOND MERCHANTS. Union Building (Opposite G.P.O.)

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High Class English Jewellery.



## GIANT AIRSHIP FACES A GALE

### UNSCATHED FLIGHT OF THE BRITISH R.101

### CRITICAL MANOEUVRES

Rugby, Yesterday.  
The airship R.101 which withstood with complete success winds of hurricane force while moored at the masthead at Cardington on Monday, had a more severe test early yesterday morning, when the wind suddenly veered 135 degrees in about one minute.  
The great ship, which is over 700 feet long, and offers a side surface of nearly one acre, had to meet a side force which swung it round over a third of a circle within a very short period of time. This is regarded by experts as the most critical manoeuvre likely to be experienced, except possibly violent up and down currents, when the question of gas pressures and lift become involved; and the fact that the R.101 met these abnormal conditions without in any way exceeding the designers' calculations as to load factor is considered highly satisfactory.  
The wind had been blowing up to 67 miles per hour in gusts, but when it changed suddenly from southwest to north the average force was approximately 35 miles per hour.  
The next flight of the R.101 is to be on Saturday, when members of both Houses of Parliament will make a 6-hour flight.—British Wireless Service.

## "WAR IS ROTTEN"

### German Captain Guest of Naval Officers

Rugby, Yesterday.  
A German ex-naval captain and a former officer of the British Navy, who met on board a U-boat in 1917, and agreed that "war is rotten" will appear together at a meeting in support of the League of Nations Union next Monday at Reading. They are Commander Norman Lewis and Captain Ernst Hasagen. Commander Lewis' decoy ship was torpedoed by a U-boat commanded by Captain Hasagen. He was picked up by the submarine and kept on board for nineteen days, and treated with courtesy and kindness. When the submarine reached Heligoland the two officers shook hands, before Commander Lewis was handed over as a prisoner.  
They will meet again for the first time since then, when Captain Hasagen reaches London on Friday. Commander Lewis will entertain him and introduce him to Naval Officers at Pangbourne Naval College.—British Wireless Service.

## LIQUOR RAID TRIAL

### Agent Sentenced To 50 Years' Jail.

Chandlers, Okla., Yesterday.  
Jeff Harris, described as an "unofficial Prohibition enforcement officer," was today convicted of manslaughter in the first degree of Oscar Lowery, and sentenced to 50 years' imprisonment. No liquor was found on Lowery's premises, and the Judge said that Harris' deed was inexcusable. He disagreed with the jury's action in reducing the charge from one of murder. Jeff Harris is not related to James Harris, who was Lowery's brother-in-law, and who was shot with him when his farm was raided in July last.  
The evidence showed that James Harris and Lowery did not know Jeff Harris was an officer, and naturally resented his intrusion. Reuter's American Service.

Dr. Sven



(Continued from Page 1.)

**BRINGING UP FATHER.**

**Panel 1:** A woman in a dress stands on the left, looking towards a man and a woman sitting at a table. The man is holding a lamp. The woman is looking at the lamp. The man says: "I NEED THE LAMP, DADDY-TAKE THAT ONE OF MOTHERS". The woman replies: "YOU'LL NOT GET THE LAMP MAKE UP YOUR MIND TO THAT". The man replies: "I'LL NOT BRING ANYTHING TO THIS HOUSE ANY MORE-I CAN'T HAVE A THING".

**Panel 2:** The man is sitting in a chair, looking at a lamp hanging from the ceiling. He says: "WELL-I GUESS I'M LUCKY TO BE ALIVE AROUND HERE- THANK GODNESS IT'S QUIET IN HERE ANYHOW".

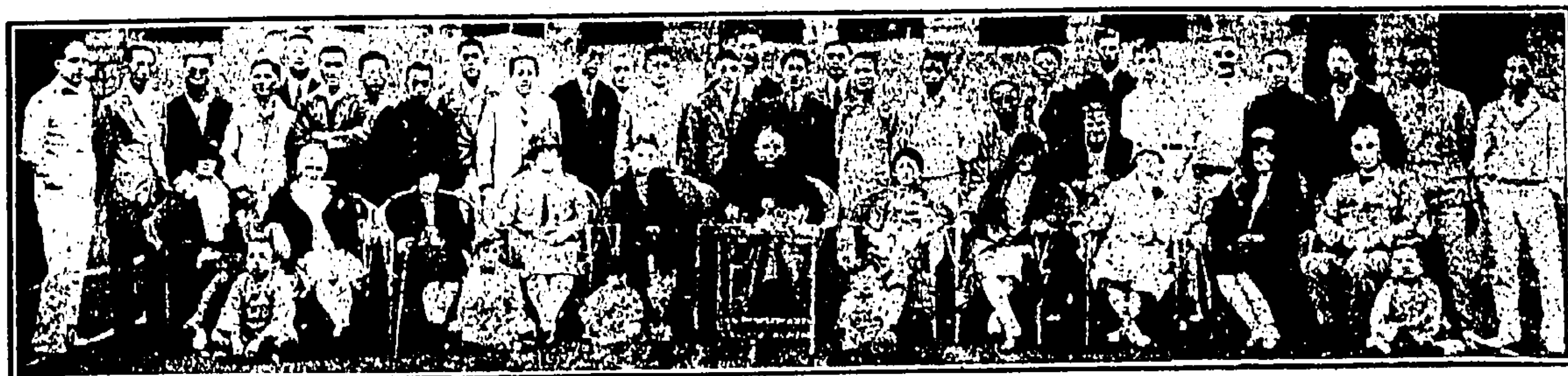
**Panel 3:** The man is sitting in a chair, looking at a woman standing next to him. She is holding a lamp. She says: "PARDON-GIR- BUT THE GULB BLEW OUT IN MADAM'S LAYING-SHE TOLD ME TO TAKE THIS ONE".

**Panel 4:** The man is sitting in a chair, looking at a woman standing next to him. She is holding a lamp. She says: "IF THEY WANT THE CASH STILL-WE THE MOON TO RELY ON".



# World News In Pictures

## Shanghai Recreation Club Tennis



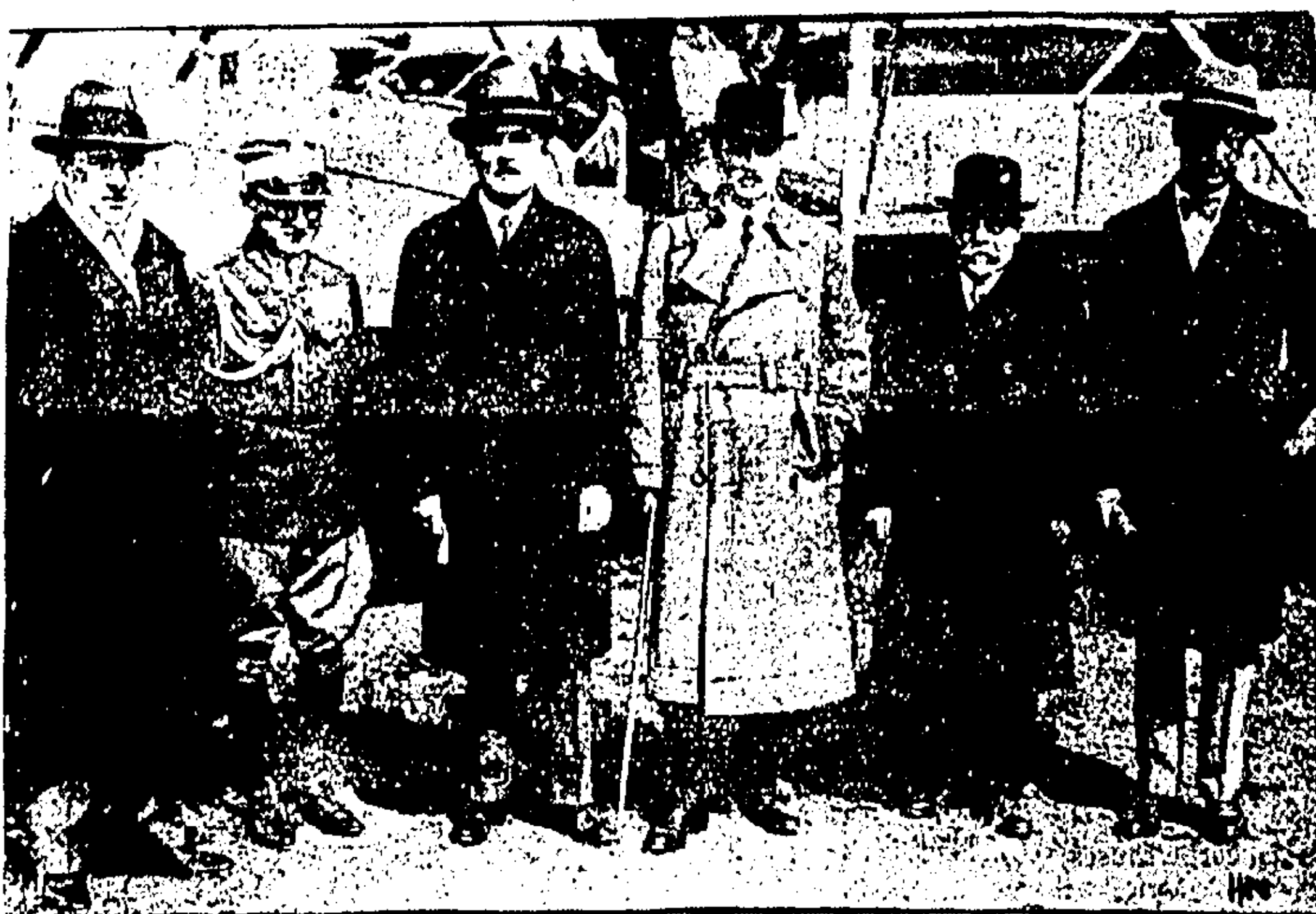
(At left). — Recreation Club — for the Chinese Clerical Staff closing day of the lawn tennis season at the Sincia Police Station courts. Mr. T. M. Yao, Assistant Commissioner of Police, distributed the prizes for the 1929 singles and doubles championships.— (Ah Fong).

### Paderewski



Ignace Jan Paderewski recently underwent an operation at Geneva.

### Pulaski Celebration



(Left to right)—Curti Sahle, French naval attaché; Colonel Zahorske, Polish military attaché; Polish Minister M. Titus Filipowicz; U.S. Minister to Poland; John B. Stetson, Jr.; W. Sierozewski, president of the delegation; V. Poloski, first secretary of the Polish legation. The group posed for this picture just before leaving the naval air station by plane for Savannah, where they attended services conducted on the 160th anniversary of the death of General Pulaski, noted Polish patriot.

### Balloon Race



Captain William Kempner, pilot of the U.S. Army balloon for the Gordon Bennett Balloon Race.

### Butler Promoted



Right in the midst of his activities to make the Marine base at Quantico, Va., dry as the desert of Sahara, Smedley D. Butler, Brigadier General of U.S. Marines was promoted to the rank of Major General. He is the youngest man that has ever held this rank in the Corps and is being very generally congratulated.

### Miami Storm Caught in Action



View in Miami as sixty-mile gale hits city, blowing down trees and alarming inhabitants. Drenching rain accompanied wind which, coming from West Indies, swept northward, lashing Gulf States.

### Highly Honoured



Announcement from Paris made through "L'Information," indicates that the Governors of the Central Banks of Europe have agreed upon two Americans to aid in drafting statutes for the proposed new bank of international settlements. Melvin A. Traylor (above) of the First National Bank of Chicago and Jackson E. Reynolds, President of the First National Bank of New York are the two mentioned.

### Loads Cargo for Antarctic



Captain Sir Eustace Walker, in civilian garb, discusses his coming voyage to the Antarctic with Captain A. B. B. Sheppard, skipper of the Northern Prince, and Orville Porter, mechanic of the Wilkins-Hearst expedition.

### Still Going Strong



Fred J. Hume, fifty-seven-year-old veteran of the Spanish War, Boxer Rebellion and the World War, hiked all the way from Florida to Boston, Mass., to see his son. Lack of food en route caused his breakdown from exhaustion and he is now recuperating at the Chelsea Naval Hospital.

WITH ALL THE PEP  
of a Jazz Band.



All the Poise  
of a  
Drum Major



The Assurance  
of a  
Radio Announcer.



The Attention that  
a Manipulator  
Caught Short in the  
Market  
Gives the Ticker



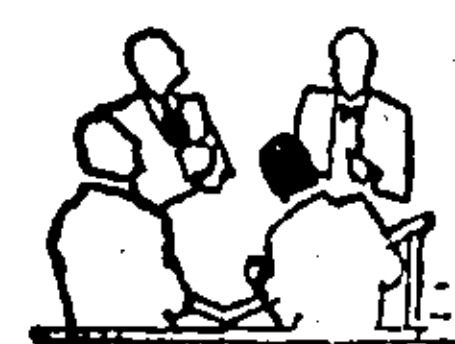
The Perseverance and  
Optimism of an Ancient  
Pedant learning to Play  
Ping Pong



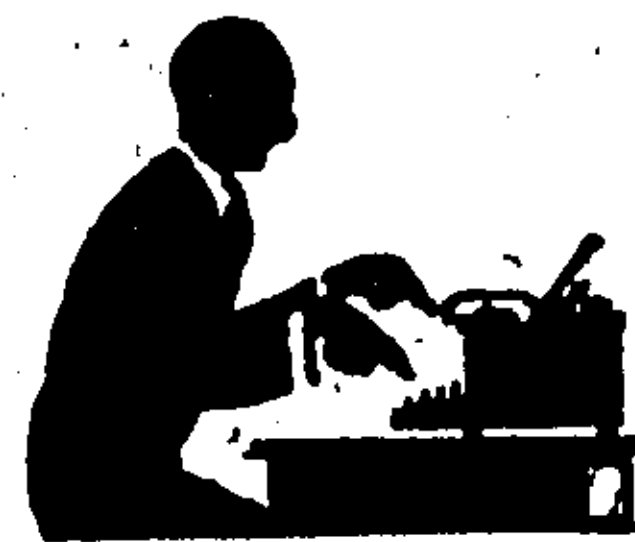
and the Pride with which a  
Bride Ties, Her New Hubby's  
Tie.



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DOLLAR DIRECTORY CO.



are forging  
ahead with the  
NEW 1930 ISSUE



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Dollar's worth.



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is turned over in the Colony and re-  
mains in the Colony for the Colony's  
Good.

WHAT are the BEST presents for this Christmas?

ORIENTAL GIFTS.

WHERE to get the BEST choice!

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China Building.

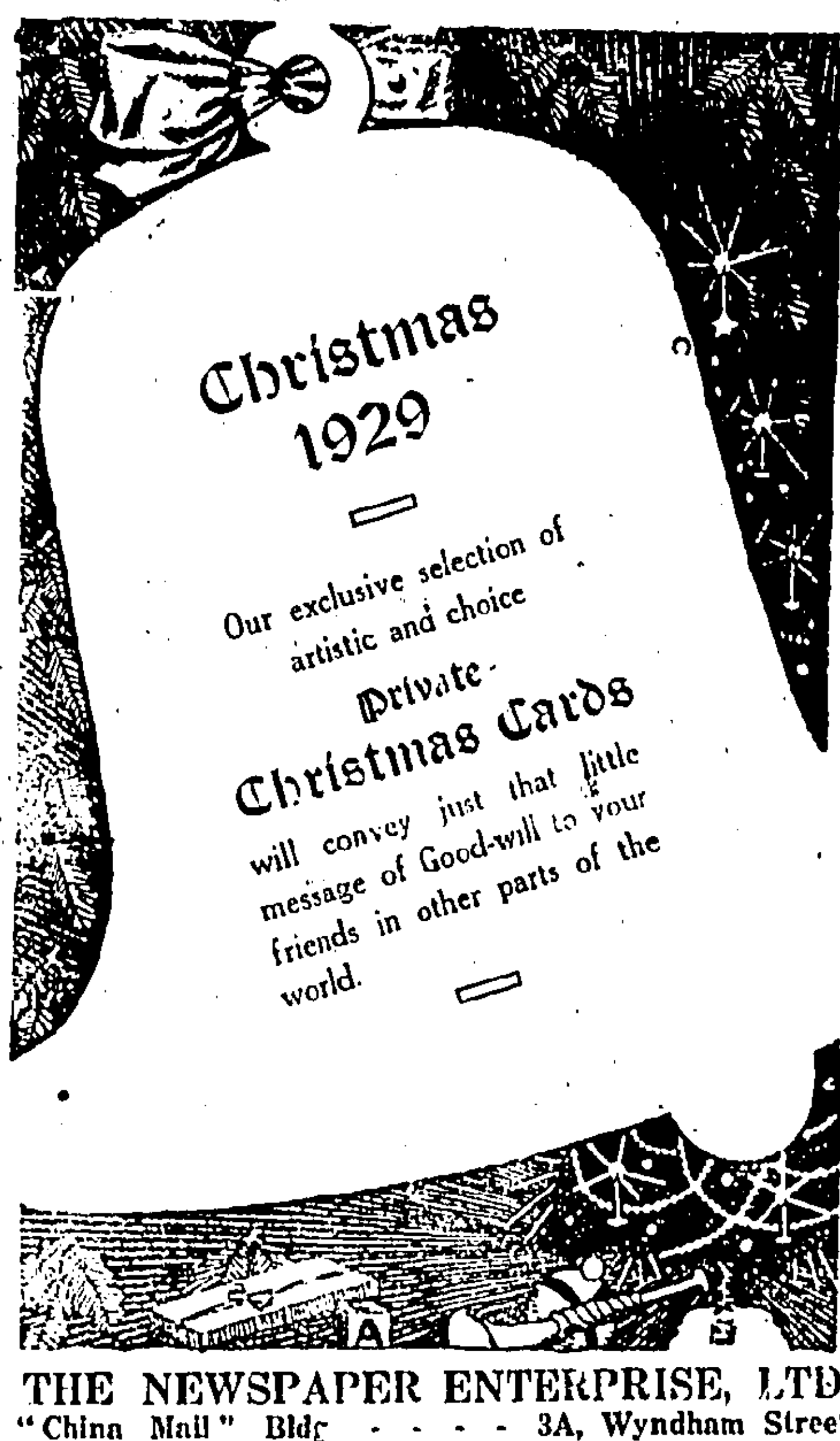
WHEN will be the BEST time?

NOW! AT OUR SALE!

General Pera Zivkowitz, commander of the Jugo-Slavia Royal Guard and Director of the post-war nation, has issued a decree dividing the country into nine semi-independent States to put an end to political faction.







**Christmas 1929**

Our exclusive selection of artistic and choice

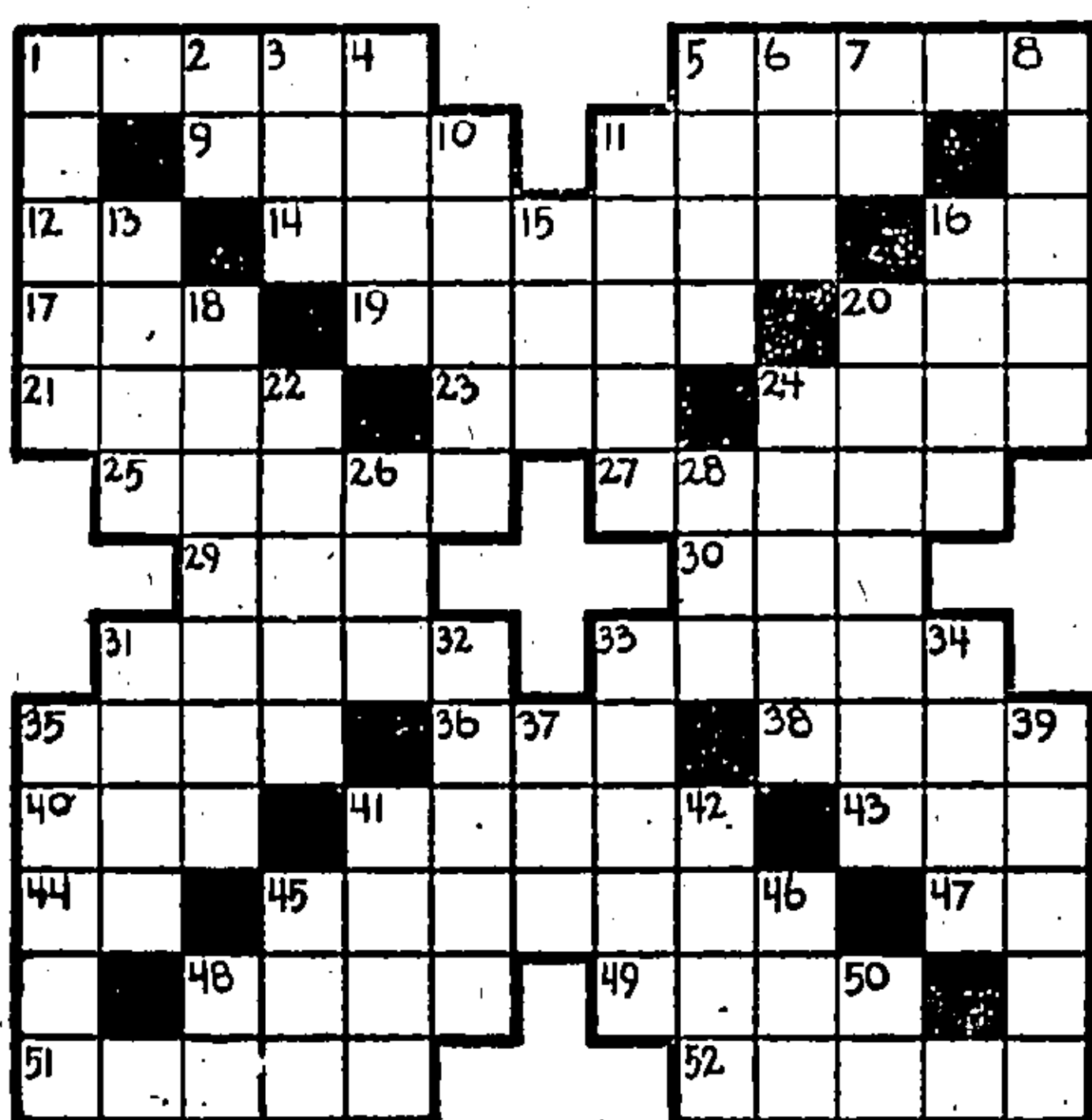
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## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- |  |   |   |
|--|---|---|
| <b>HORIZONTAL</b>                                | <b>HORIZONTAL (Cont.)</b>                         | <b>VERTICAL (Cont.)</b>                               |
| 1-A grade of green tea from China                | 40-Cover  | 13-Place where money is made                          |
| 6-Grudge   | 41-A musical instrument                           | 15-Peruse   |
| 9-Verbal   | 42-Saint (female)                                 | 18-Wither   |
| 11-Heavenly body                                 | 43-Advertisement (abbr.)                          | 19-Knotty   |
| 12-Printer's measure                             | 44-Advertisement (abbr.)                          | 20-Part of a boat (pl.)                               |
| 14-A motor-driven vehicle used for drawing plows | 45-An elevation of a cuticle resembling a blister | 22-Dwell  |
| 16-A continent (abbr.)                           | 46-Melody   | 23-To canonize  |
| 17-To cut off the edge of a coin                 | 47-A market                                       | 24-A lyric poem                                       |
| 19-To lose vigor                                 | 48-Melody   | 25-Moved swiftly                                      |
| 20-A color                                       | 49-A market                                       | 31-Barron   |
| 21-A feminine name                               | 50-To cross a river, as in a boat                 | 32-Elevate  |
| 23-South African antelope                        |   | 33-Year (Latin)                                       |
| 24-Certain                                       |   | 34-Carved memorial posts in front of Indian dwellings |
| 25-Forbidden                                     |   | 35-A firm grasp                                       |
| 27-Mercantile traffic                            |   | 36-A firm grasp                                       |
| 29-Clear of                                      |   | 37-Boy's name (short)                                 |
| 30-Assail  |   | 38-American common noun, opened Japan to commerce     |
| 31-Small tree of the oak family                  |   | 41-A boat   |
| 32-An addition                                   |   | 42-King and patron saint of Norway                    |
| 35-A tribe of N. Amer. Indians                   |   | 43-Witty use of words                                 |
| 36-Feminine name                                 |   | 44-Earlier than                                       |
| 38-Sneamer                                       |   | 45-Musical note                                       |
|  |   | 50-Initials of a popular president                    |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

## TURKISH JUSTICE

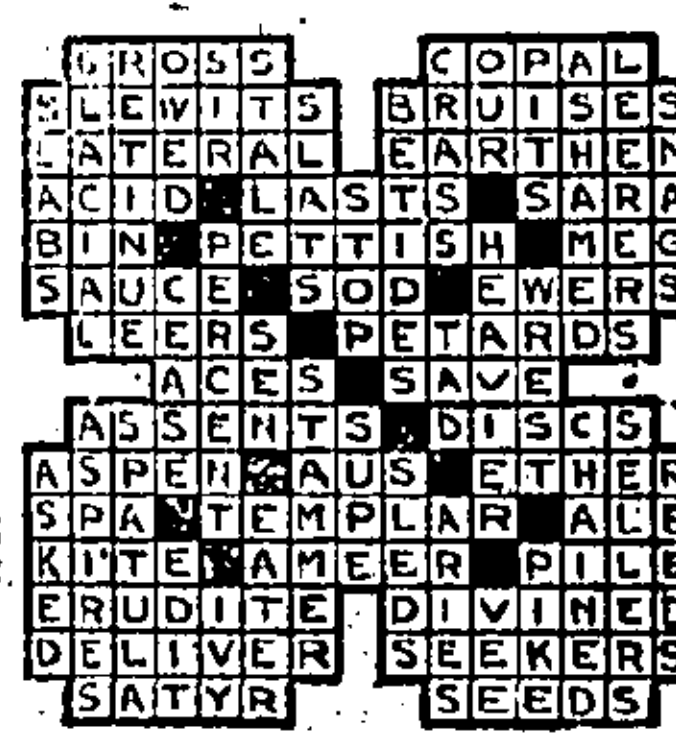
## 1½ Million Cases In A Year

Constantinople. — Whatever criticism may be levelled at the judicial institutions of Turkey in other respects, the volume of business transacted by the National Courts during the past year indicates no lack of energy on the part of either Bench or Bar, as the following figures, taken from the official Digest for 1928, show:

The Courts of First Instance, the Criminal Courts and the Police Courts between them accounted for 821,898 cases; the Civil Courts dealt with 807,117 actions at law, of which 7,066 were commercial cases; Registrars' Courts (Parquet), 424,807; and Magistrates' Courts, 50,807. The number of judgment summonses handled was 408,819, bringing the total number of awards up to the very respectable figure of 1,512,285.

During the past year or two, the Turkish magistracy has manifested a laudable spirit of independence,

## YESTERDAY'S SOLUTION



coupled with ever-growing resistance to interference by the Executive in all matters relating to the administration of the law. Mahmud Essad Bey, the Minister of Justice, who has arrived in Constantinople from Angora, is engaged in inspecting the whole of the judicial establishments in the old Turkish capital.

When a water-main burst in the City Upper Thames-street was flooded, and traffic had to be diverted.

## LIFE AT MACAO

## Young World Travellers Enchanted

## BAMBOO SHOOTS

## Sounds And Smells Peculiarly Oriental!

## INVETERATE GAMBLERS

Our steamer was moving slowly up Hong Kong Harbour in the rainbow mist of early morning. Everybody was on deck to watch the interesting river life around us. From our tremendous high decks we could look down upon the swarms of junks, sailing ships, humpbacked sampans, and freighters from every part of the globe.

We had come a third of the way around the world by now and had begun to feel we were real world travellers. No amount of reading about places could give us that tremendous thrill of just leaning over a rail in a foreign port—those strange sights and sounds and smells that are so peculiarly Oriental!

## HIGH ADVENTURE

(Continued from Yesterday.)

Our driver was courteous and very pleasant, so when he suggested that if we'd like to go to Macao to visit the gambling dens he could take us there the next day and see that we "saw the sights" for \$5, we took him up on his bargain at once.

Perhaps our families would think we were wicked and adventurous, visiting the gambling dens of Macao. But why go to the Orient if you don't see it, we argued.

"We may be just three defenceless women, but we've got our heads about us," as Edith said. "And anyway, I've felt safer here in the Orient than I ever did in Chicago! It makes me laugh when I think of the movie type of Chinaman that I imagined we'd see. Villains and fiends with knives in their teeth. That's all bosh—manufactured on a Hollywood lot. I think they've been too humble and peaceful until they've been trampled under foot. Some day I think great things will come out of China if they'll just pull together as one nation."

## At Macao

"You're right, old dear," I agreed, "but our Macao steamer leaves at 8 in the morning, so let's turn in and have a real rest. No dancing to-night!"

By noon the next day we had arrived at Macao. Our round-trip tickets cost us \$3.50 apiece; the interesting water trip was certainly worth that much.

"Now we're in Macao, the Monte Carlo of the Orient. Hold tight to your purse strings, girls," Edith admonished. "What I know about Canton is nothing at all, but I've got to try it once."

Our guide laughed with us, and directed our rickshaws through all sorts of twisting narrow streets, and we were jolly glad that we had not tried to pilot ourselves alone. Where do you think we ended up? At a very stunning café built like a pagoda.

"Must have been—I think so maybe you like Chinese tiffin, what say?" was our guide's beaming explanation.

"Right-o," we answered in three cries, being both hungry and curious about this great four-tiered pagoda with the bobbing lanterns hanging out on the verandahs. It was high noon and nothing to fear, so we followed our guide inside.

"My dear, this is worth writing home about," we whispered among ourselves, diving into a succulent dish of baked chicken and pork. We tried everything that came along—bamboo shoots (that taste a good deal like cooked celery), spiced almonds, chicken and pork, steamed rice, soup, delicious flower-scented tea, and coconut, strip candy.

## "Foreign Ladies"

We ended our feast with a rousing cheer of thanks to our Y.M.C.A. guide and climbed into our waiting rickshaws.

In front of a row of squat buildings we alighted. Outside we were led through a narrow hall and up a staircase.

"Won't they allow us to stay downstairs?" I questioned.

"All foreign ladies must gamble upstairs, only," was the curious answer to our query.

And sure enough, upstairs we found other European visitors (inwardly we gave a sigh of relief) leaning over the circular railing to watch the green gambling tables below.

If we wished to place a bet, we could lower down a little wicker basket with our money in it and call down our number. Then our winnings (?) were hauled back up again in the little basket. It was all very exciting—but I was most absorbed in watching the faces of the deadly serious Chinese who were probably gambling their whole fortunes away, for Chinese are inveterate gamblers.

I won two dollars Mex. Edith lost one, and Shrena made forty coppers, so we felt we had tempted

the fates enough to buy us a set of Macao's post-card pictures.

## Old World Homes

Our rickshaws turned toward the shore and we found an entirely different side of Macao. Of course you know it is one of the oldest Portuguese settlements in the world. Farther out of the city, where the earlier settlers built their lovely old world type homes, we felt we were in one of the quaint fishing villages of Spain with the brown fishermen mending their nets along the shore. The columns of the faded terra cotta houses ranged from rose to soft apricot; the water was blue, blue! And the soft haze of afternoon sun cast a glaze on all this beauty.

To cap the climax, our guide took us to a monastery garden where we spent a lazy hour sipping cordials and eating ripe figs off the trees. Here we did buy souvenirs—tiny straw-covered bottles of sun sweet liqueurs at a few coppers apiece!

So you can see how easily a week slipped by, in Hong Kong. In six more days our steamer would be calling for us. And still we hadn't seen Canton.

## Up The Pearl River

Our hotel informed us that Y.M.C.A. guides could be secured that would guide us capably and cheaply about Canton. The river trip we could make by ourselves, as it was quite safe on the big boats of the English companies.

Next morning, we took the day boat for the 78-mile trip up the Pearl River so that we could see the shore life.

As we drew near to Canton at sunset, the river was packed closer with sampans with whole families living on them. A large portion of the population of Canton is a floating one. People are born, married, and die in their little sampans, sometimes never setting foot ashore. Families of nine and ten live crowded in as many square feet all their lives. Tiny children play near the edge of the little boats unafraid, for they are tied around the waist with a cord and a block of wood. If they fall overboard they are hauled in again with little concern.

We leaned on our elbows over our immaculate white English boat and watched those miserable crowded families. One woman lowered her rice in a basket to be washed in the sluggish river water. Near by a little boy scrubbed a cooking pot and emptied his refuse in the water scarcely two feet from where the woman washed her rice. Such is life in Canton!

## After Dark

Our boat was a little late in arriving, and we decided to remain aboard until morning to start our explorations of this age old capital. After dark we sat on the shadowy deck for a long time, watching the "flower boats" bright with lanterns. The eerie music of their Chinese fiddles floated across the water to our ears and we felt lost in the mist of Chinese mystery. Our cigarettes glowed red and died in the darkness as we talked with English officers of the exciting events of the late war.

By 8.30 next morning our guide came on deck to meet us, and we started off in rickshaws changing our bells through the narrow alleyways of old Canton.

## Ivory and Jade

What a contrasting city is Canton! We came out of the cobblestoned mean alleyways suddenly into a fine wide street where an American steam roller was laying asphalt. The very old, and the very new! That is Canton!

"Now we go to Ti Sung Guy. Very fine Ivory and Jade," said our guide, and we smiled inwardly that we had saved our shopping money. The time had come to spend it. The way grew more and more thickly inhabited. We were right down among the "popul!" The

little shops had no fronts and we saw whole families living, eating, and sleeping within easy view.

"What is the name of this street?" we asked, curiously.

"Heavenly Peace," he answered. "And the one we just came out of was called 'Flowery Lane'."

"My stars; that's just like the Chinese. Even if they have to live in a squalid hole, they call it Flowery Lane. I wish I had a picture of it to send home."

The three of us were ah-ing and oh-ing on every side. Vendors of live cats, rabbits, and dogs in openwork baskets brushed past us. We looked and wondered, but did not ask questions. People are so poor here that they eat everything that grows, even grass roots.

**Bits of Ivory Beauty**  
In Ti Sung Guy we left our rickshaws and walked on foot. In little stalls we saw skilled artisans working with primitive tools. Old men peddled with their feet on clumsy wooden file wheels as they carved out cigarette holders, delicate boxes and every article imaginable. We bought bits of ivory beauty for mere coppers.

And on to Jade Street, where our guide told us that imitation jade sells for next to nothing, poor jade for a very little, but the tiniest piece of real lucid green jade is worth a goodly sum. The three of us bought a few trinket pins and rings of the medium quality—more interested in the life around us than mere shopping.

Evening shadows fell before we had seen half enough. It was nice to know that we were to stay in the comfortable security of the Victoria Hotel. It is an English hostelry over on the Shameen side. Shameen is an island in the river off Canton proper and is protected by guards, gates and bridges.

All was peaceful and quiet in the twilight as we wandered through English lanes of old-fashioned flowers and wondered how we could possibly be in Canton.

Our last day we had left for the temples. We took a long rickshaw trip to see the Temple of Five Hundred Genii with its calamity bell which is only rung as a warning of disaster. Then to see the City of the Dead with its tiers of old and forgotten graves. And it struck us that a new young government in Canton will some day change the old order of burying the dead above ground.

**The Shawl Markets**  
Our next stop was at the Shawl Markets, where we spent a couple of hours and came away with silken treasures worth a hundred times to us what we paid.

But steamers wait for no women! We caught the night boat by a bare five minutes and arrived at Hong Kong at 8 in the morning, with a good hour to spare before it was time to depart with our treasures.

The crowd still waving on the dock faded from view as our ship wheeled out into the ocean waters. Ahead lay Manila—and beyond that, Java, Singapore, Ceylon. My heart thrilled anew when I realized that at every port we were able to come and go just as we liked, as free as any vagabond rovers of the four seas—even if we are just girls!

Appropos of the Shanghai District Magistrate's recent petition to the Kiangsu Provincial Government for funds for the upkeep of the district police, an order has been received from Chinkiang instructing him to devise means to raise such funds himself as Shanghai is richer than other districts, the magistrates of which are unable to find money even for themselves.

## QUEEN'S THEATRE

Owing to the large number

of patrons not taking up

their reservations, the

management desires to

advise that hereafter all

bookings will be retained

only until 15 minutes before

the commencement of

the performance.

THE  
**HONGKONG**  
PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL:  
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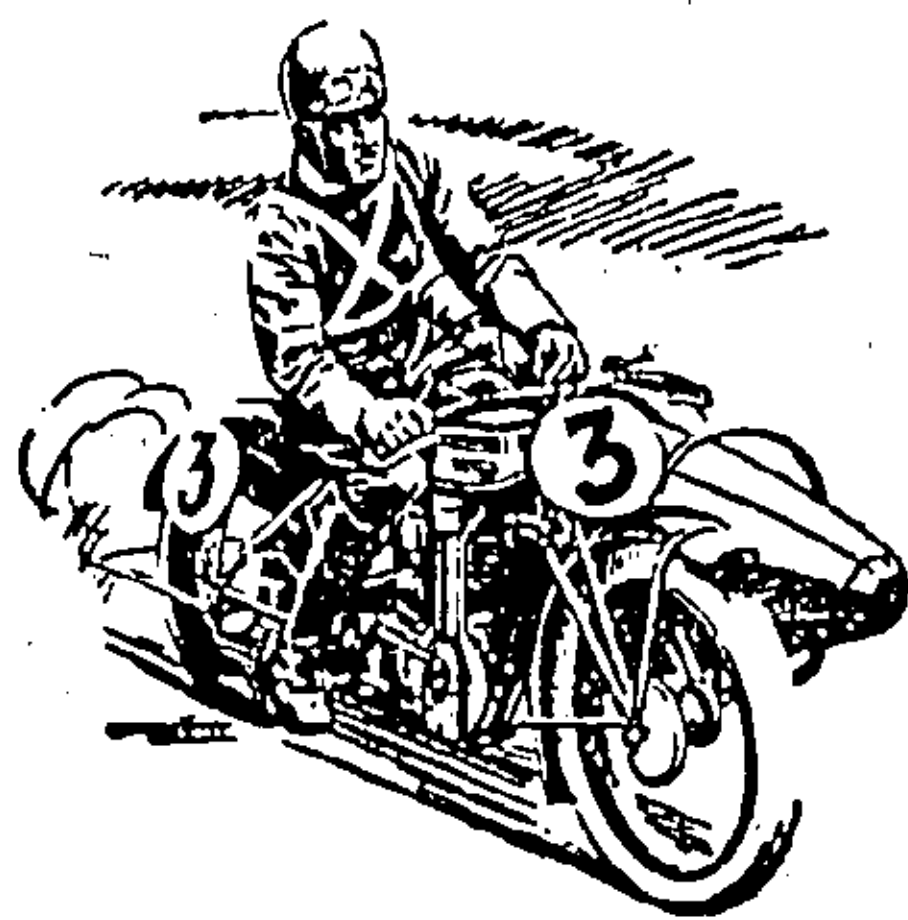
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# THE MOTORISTS' PAGE

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### NORTON



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You are invited to inspect our stock.

**THE SINCERE CO., LTD.**

SOLE AGENTS.

## MARQUETTE CARS

### New Buick-Built Car's Merits

The interest that has been shown in the news that Buick produced a new six cylinder automobile in the medium priced class and called it Marquette, has been intensified.

The motor buying public throughout the world, showed a lively interest in the announcement that Buick would produce this car, and followed this, up with orders that gave the inventor-

## FORD "A" CARS

### Output Beats Record Of "T" Models

All August production records for the Ford Motor Company were broken during the month just ended, when the domestic and foreign assembly plants of the company turned out a total of 205,634 Model A Ford cars and trucks.

This record also is the largest for any single month in the history of the company except for October, 1925, during which the world pro-

## A HOME CHALLENGE

### Special New Model For The Far East

A new motor car specially designed for Far East motorists has been produced by Sir William Morris, the British motor manufacturer as a result of his recent world tour undertaken to study the needs of the world's markets.

The car has been christened the "Isis", a name given to the upper reaches of the Thames around Oxford where it is made. It has a six-cylinder engine of 15 h.p. and it has been equipped with a number of quite new inventions. Hydraulic shock absorbers and reinforced Dunlop tyres are fitted and the chassis has a ground clearance of 9 1/2 inches.

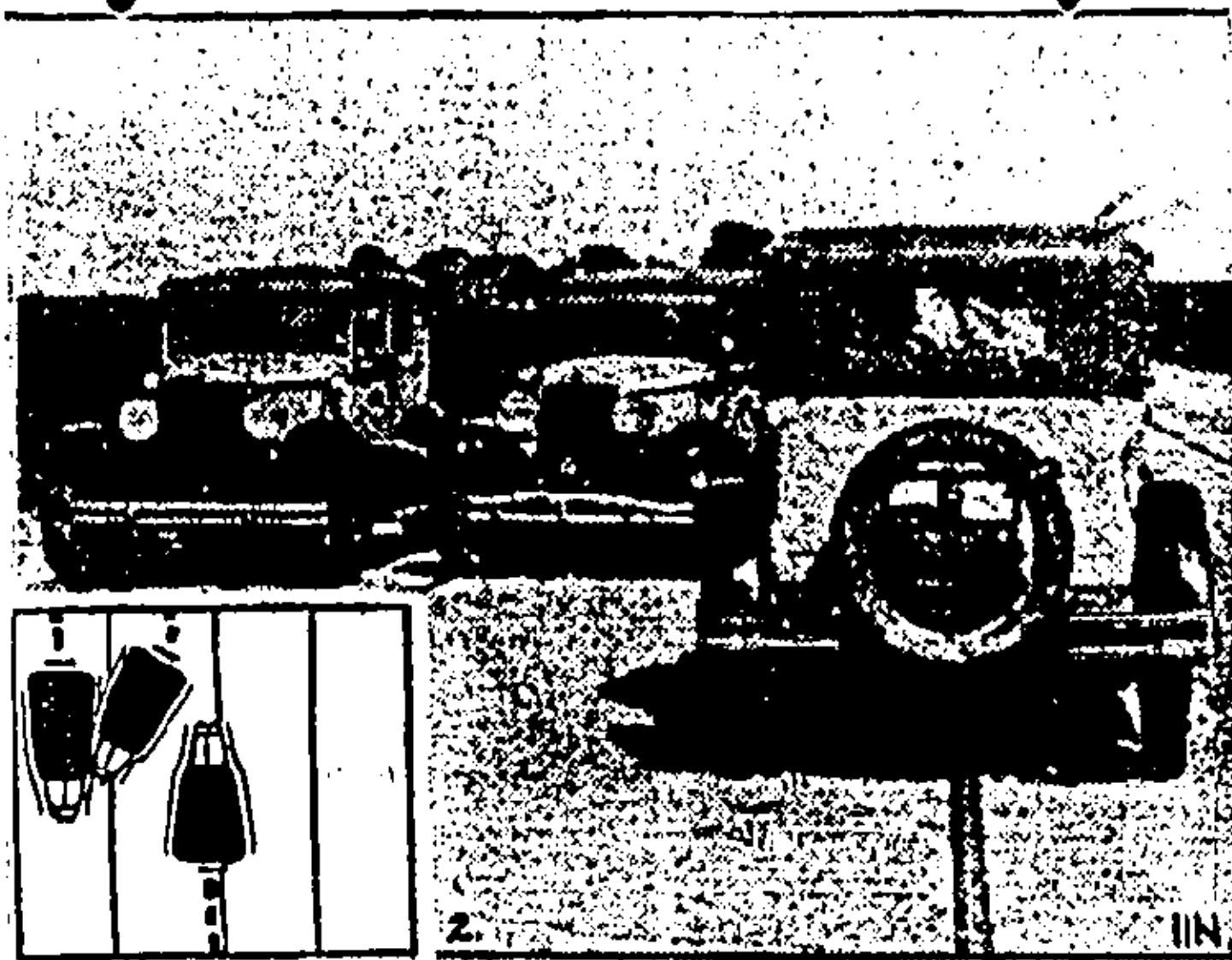
"The clearance is one inch and a quarter higher than that of eleven overseas cars selected as representative," explained Mr. W. M. W. Thomas, general sales manager of Morris Motors in an interview. "We are offering it to the Far East in bright colours like royal blue and ivory; wine and maroon; blue and grey; olive green and ivory. These will be more appropriate under the blue Far East sky than the sober hues to which we in Britain are accustomed."

"Orders for 25,000 of the new cars have already been placed by motor agents throughout the world. We have shipped our first models to Australia where they have been very well received and an order has already been placed by the South Australian Government. Our workers are now turning out hundreds of the new cars weekly."

"In addition to that output, we are to-day sending overseas every week 150 Morris Minors, our 7 h.p. 'Baby' which is proving particularly popular in the narrow streets of Oriental cities where because of its size it is fast outstripping the native jinrikisha; indeed, we hear of cases where the jinrikisha men are themselves becoming chauffeurs."

at the same high peak, it is announced by the company.

## Are You a Good Driver?



The car shown on the right is out of its proper traffic lane. Car in the center is caught and a crash is inevitable unless either car on the outside gives way. Remember this may save your life or the lives of others.

tible proof of the faith motor car buyers have in Buick quality and value.

The results of the tests for power, speed, safety and stamina given the new Marquette at the Proving Grounds of General Motors outside Detroit, U.S.A. and the reception given the new car in foreign countries where road conditions are anything but favourable, have proved conclusively that Marquette is particularly well-suited for Hong Kong road and climatic conditions. The lines of the new car, the colour combinations and the attention paid to mechanical and body construction that play such an important part in the comfort of rider and driver make this new Buick product an outstanding buy in its price class.

duction of Model T cars and trucks slightly exceeded this figure.

Total Model A cars and truck production since the introduction of the Model A Ford was 2,295,413 on September 1. For the first eight months of this year the total was 1,472,386 cars and trucks, which exceeds the high production record for the same period established in 1923, during which year over 2,000,000 Model T units were built.

Dealer requirements for September will keep the daily production

## UNIQUE MACHINES

### Checking Crankshafts Balance

A unique set of machines has been installed in the Studebaker factory at South Bend, Indiana, for checking the static and dynamic balance of crankshafts. Twelve such machines, representing an investment of \$51,000 are in use.

The device, which in appearance resembles a steel frame cradled on a strong resilient spring, registers every inaccuracy in distributed weight which tends to throw the crankshaft off balance. In use, the crankshaft is attached to the machine and rotated at a given rate of speed. Any inaccuracy in balance sets up a steady vertical sway in the leaf spring. This motion is in turn transmitted to a calibrated dial, the pointer of which swings back and forth in synchronized harmony with the swaying of the spring.

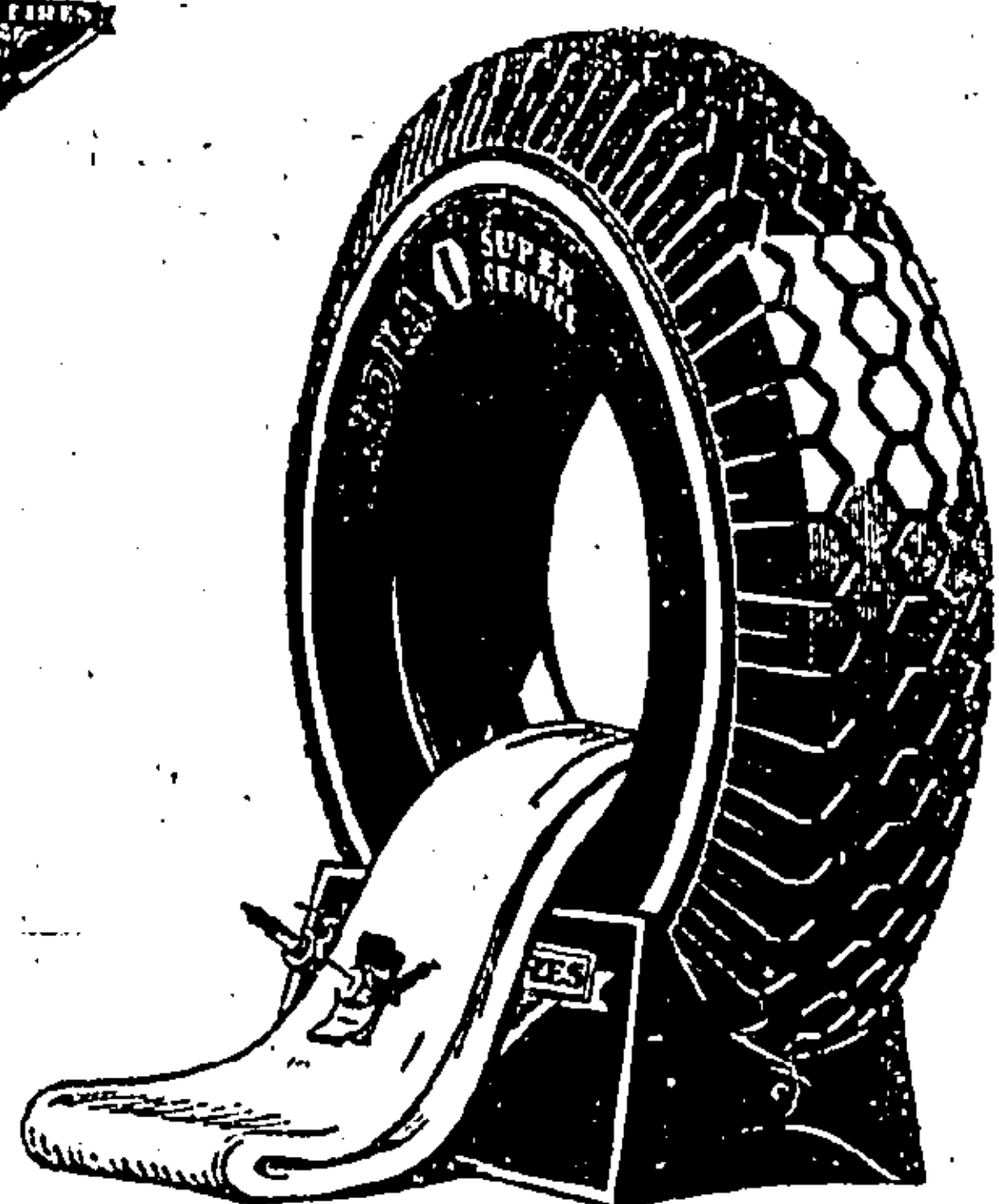
By noting the size of the field through which the pointer oscillates and by consulting a chart, a skilled operator can determine not only the degree of unbalance but also its exact position on the crankshaft.

These unbalanced positions are then marked by the operator, who also indicates the amount of compensation needed to bring the forging into balance and the proper amount of stock to be machined off. When the stock has been removed, the crankshaft is again submitted to the test, until finally approved and passed.

Every crankshaft produced in the Studebaker machine shop must undergo this critical inspection, the results of which are found in the lack of vibration, smooth transmission, quick response and long life of bearings for which Studebaker motor cars are world renowned.

## VAUXHALL

LANE, CRAWFORD, LTD.  
Automobile Dept. C.2192



## NOW WATCH FOR THE RED STRIPES.

The RED STRIPE is the distinguishing Mark of INDIA TIRES. After long experience in the tire business, we are convinced that it pays to handle only the finest tires that money can buy. We are therefore pleased to announce that we have been appointed exclusive Distributors for

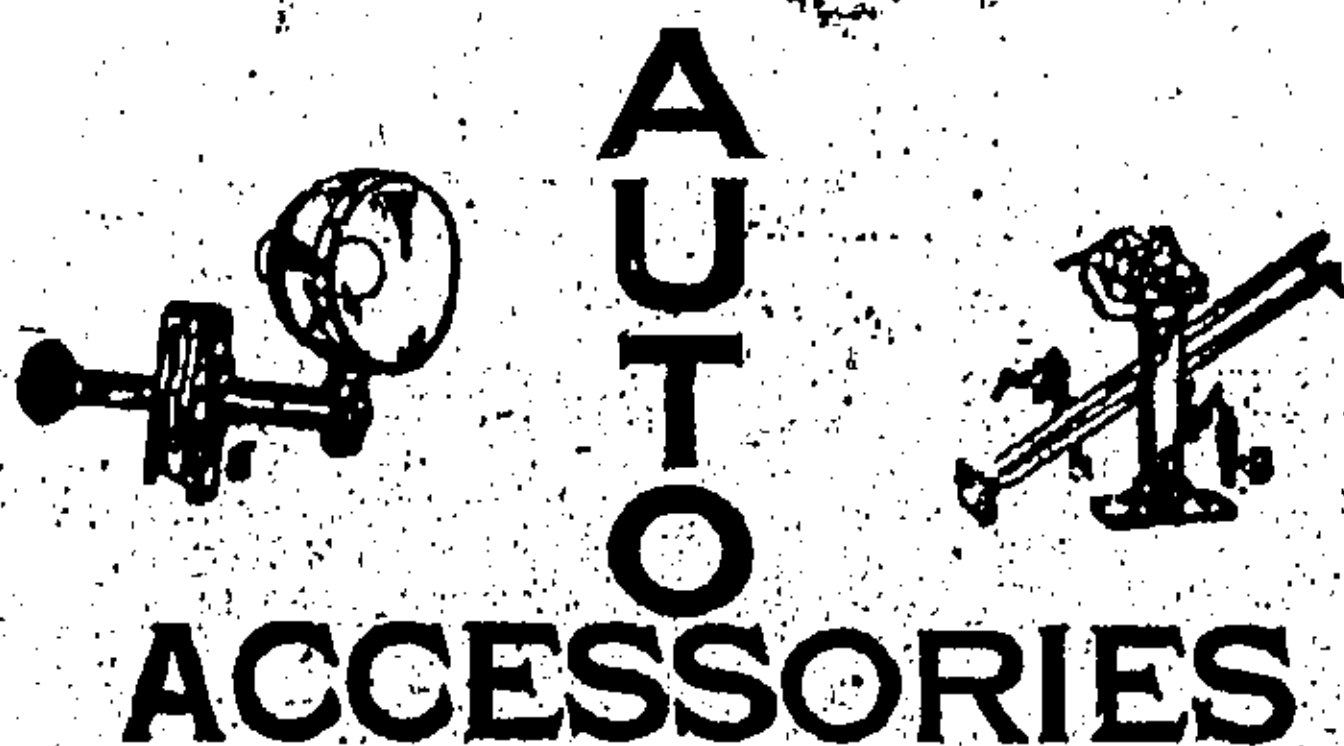
## INDIA TIRES

FAMOUS FOR QUALITY

W. R. LOXLEY & CO.

HONG KONG.

Tel. C. 2533.



## ACCESSORIES

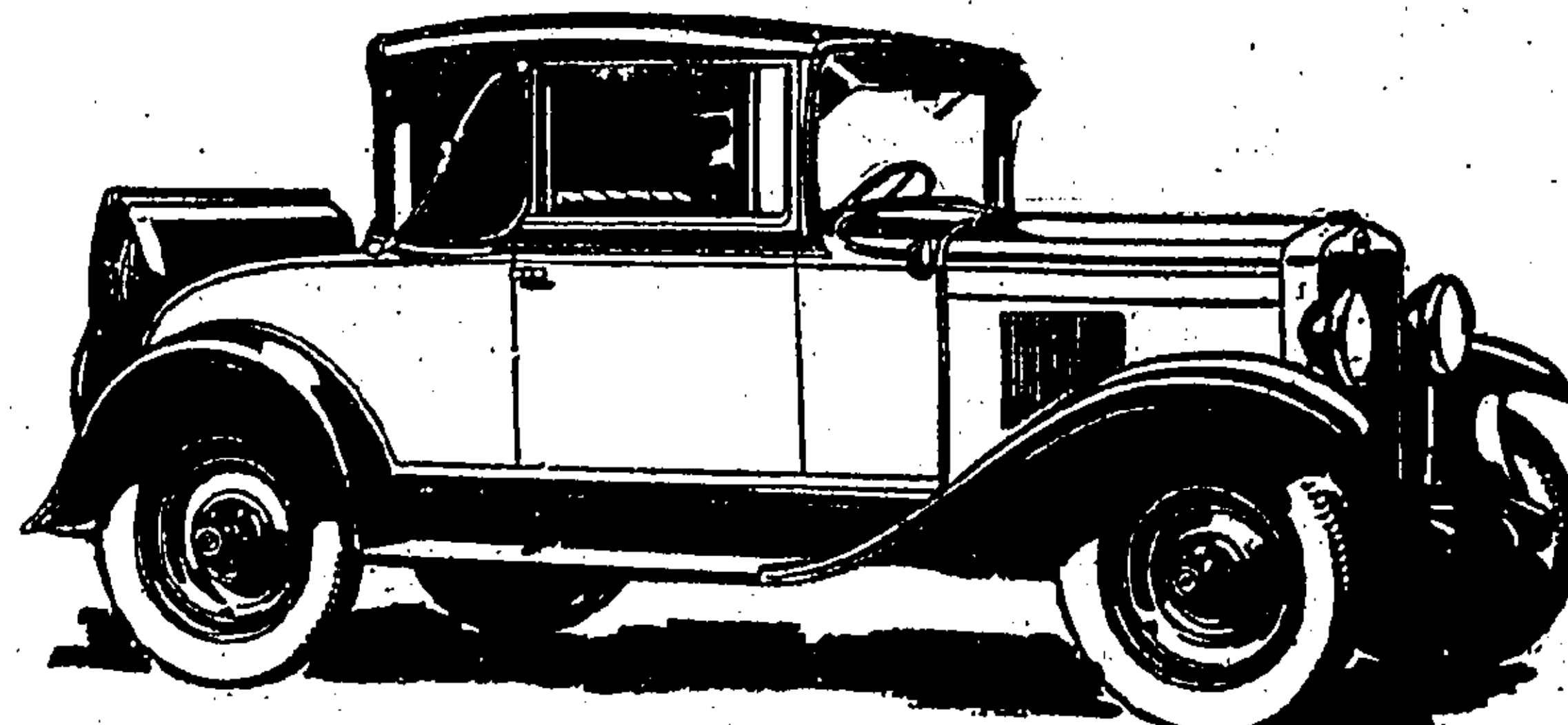
THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts  
Batteries  
etc., etc.



Electric  
Accessories  
etc., etc.



## CHEVROLET

### Performance Made Even Better

Year after year, in every country of the world Chevrolet has carried to new heights its reputation for brilliant performance and amazing economy.

But spectacular as Chevrolet's achievements have been in the past—notable as its engineering triumphs have proved themselves to be—the new car dwarfs every previous Chevrolet accomplishment.

Not only does it introduce into the low price field an entirely new measure of performance, comfort, beauty and style, but it is sold at prices that are so amazingly low as to alter every previous conception of motor car value.

And in addition, its sensational performance is made all the more remarkable because of its economy in fuel and upkeep—a quality that has been characteristically Chevrolet for 16 years!

The Outstanding Chevrolet of Chevrolet History.



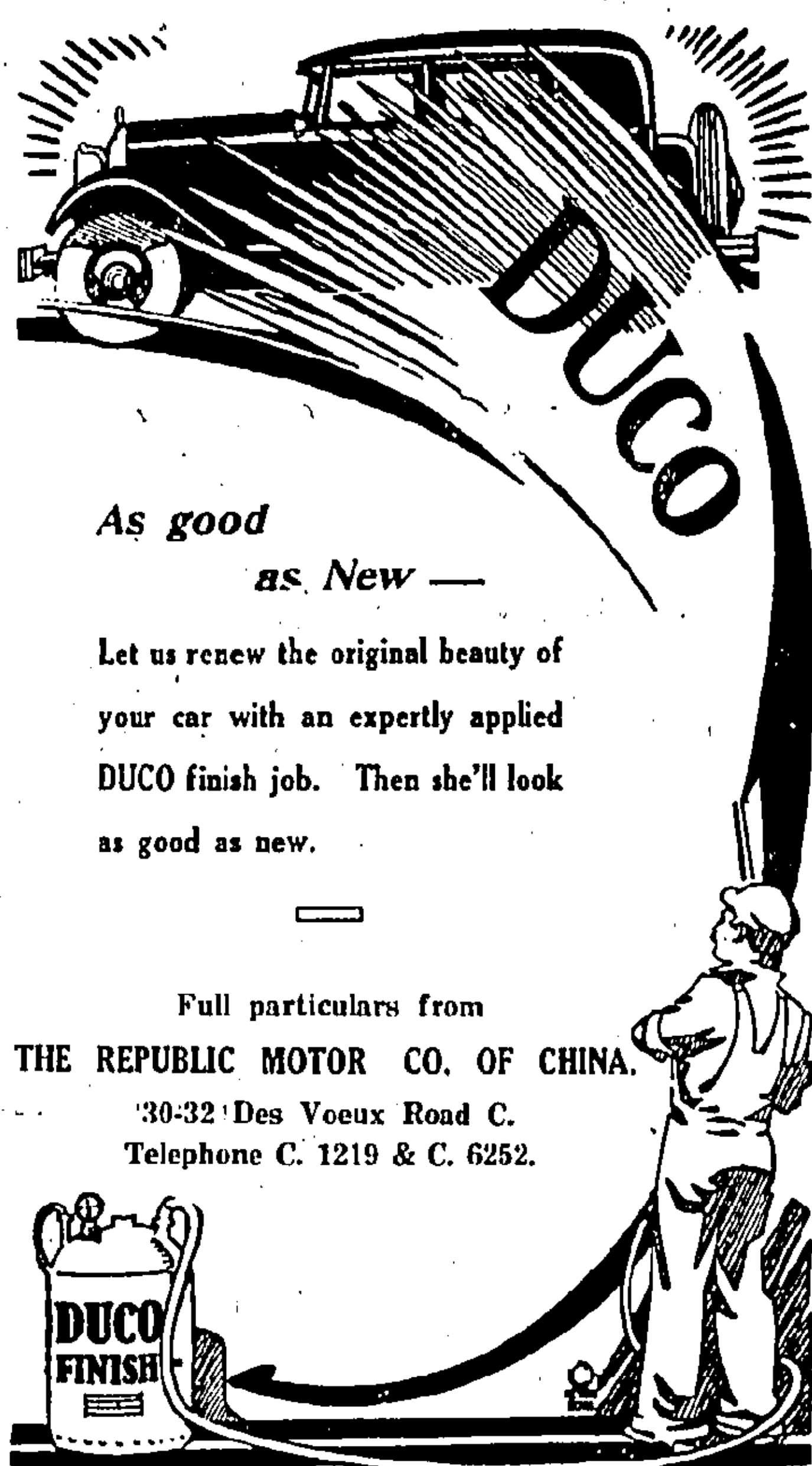
## THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

The new Chevrolet Sport Cabriolet with convertible top and disappearing rear seat.





Full particulars from  
THE REPUBLIC MOTOR CO. OF CHINA.  
30-32 Des Voeux Road C.  
Telephone C. 1219 & C. 6252.

DODGE NEW SIX SEDAN  
DODGE ROADSTER  
DODGE SENIOR SIX.  
DODGE TRUCKS & BUSES.  
¾-2 Tons.  
NOW ON VIEW

SOUTH CHINA MOTOR CAR CO.  
33, Des Voeux Road, Central.  
Telephone C. 5644.

### NEW WILLYS-KNIGHT Great Six Model Introduced

Heralded as the greatest artistic and mechanical achievement in 22 years of Willys-Overland history, the new Willys-Knight Great Six is announced. This model, with the popular Willys-Knight "70-B" series, completes the Willys-Knight line of quality cars.

Five models are included in the new line, these being the 5-passenger Sedan, 5-passenger Phaeton, 5-passenger Coupe, Standard Coupe and the 4-passenger Roadster, the latter accommodating two in the front seat and two in the rumble seat.

Viewed from any angle the new Great Six presents a striking picture and is totally different in appearance from any car heretofore built by the company. The low graceful lines of the new model from the smart, trim radiator to the carefully tailored rear quarters, definitely forecasts a trend of future style development.

An effect that is entirely new in motor car design is found in the treatment of the moulding. By means of a sweeping curve the moulding on the sides of the car is brought up to the hood at the centre of the cowl and then directly forward to a diminishing width at the radiator cap. This innovation in design is perhaps the most distinctive feature of the car and permits the effective colour treatment employed.

#### Inbuilt Power and Speed

The front view shows the new design of radiator and hood and gives the car every appearance of inbuilt power and speed. This front view picture is completed by the tie-bar between the smartly shaped headlamps with smaller parking lamps mounted on the forward fenders.

Beauty of lines and colour is materially enhanced by added touches of refinement which reveal the unusual heights that are possible when creative work is placed in the hands of a master designer. The smart wire wheels have large chromium plated hub caps. The radiator lamps and door handles also are finished in chromium plate. Heavier one-piece full crown fenders give it the necessary streamline effect rounded out by the smartly mounted spare wire wheels in the forward fender wells.

In the closed models each window is enclosed by a depressed panel, which is a definite improvement of smartness over the conventional reveal. These windows, which are exceptionally wide, provide greater visibility.

Comfort, luxury and smart appointments characterize the interiors of each of the models. The heavy, cushioned seats are upholstered in Bedford cord, with the walls in broadcloth to match. All interior hardware is in chrome finish which blends perfectly

with the Walnut finish of the woodwork.

A modernistic touch is lent to the interiors through the use of corner lamps with amber coloured ground glass. The rear window is outlined by one-piece garnish moulding. In the sedan and the 5-passenger coupe, assist grips are readily convenient to the hand.

#### New Type of Panel

The instrument panel also shows an entirely new treatment, the instruments being set in a bronze oblong decorative setting, with indirect lighting, and are conveniently read either in the day or night.

Although each of the five models are marked by an entirely new style of design from radiator to the rear, the cars that are certain to attract the attention of every motorist in the nation are the new roadster and Phaeton. In these models the designer has embodied all the artistic touch and spirit that is associated with the outdoors, and the sweep of graceful lines is rounded out by the remarkable effective colour treatment.

The roadster, which carries a rumble seat of exceptional roominess and comfort in the rear deck, is done in black and Springtime green with smart horizontal and vertical cream striping on the doors. The moulding on the sides is carried around the back of the front seat and down the centre of the rear deck as a raised panel. In both the front and the rumble seats upholstery is of fine quality leather. Interior door handles are of the concealed type, easily reached. The instrument panel has a rich antique silver finish.

From the standpoint of both design and utility the ornamental radiator cap is a signal advance over the flat-topped type, being easier to remove.

#### Embraces Many Features

Construction features incorporated in the Great Six are outstanding in a mechanical way as the design of the body is advanced over the present types. The mechanical features include, besides the perfected double sleeve-valve engine, "Finger-Tip Control," one shot lubrication system, cam and lever type steering gear, manual heat control, automatic radiator shutters, more efficient cooling system, mono-control on windshield, all internal 4-wheel brakes, adjustable front seat on closed model, adjustable steering post, concealed door handle, on roadster model, back-up light, amber-backed double rear vision mirror, new type double drop frame, longer springs and heavy seven-bearing crankshafts. Six wire wheels are standard equipment on all body types of the new line.

Embraced in the car is every feature to provide maximum driving pleasure and convenience. The unusual width of the door openings provides easy entrance and exit. The steering column is adjustable to the driver's individual convenience while in the sedan and the 5-passenger coupe the front seat may be moved forward or backward as desired.

Of course, the "Finger-Tip Control," which is standard equipment on all Willys-Overland products, is another feature on the new Great Six. This consists of a button in the middle of the steering wheel which controls all the functions of starting the motor, operating the lights and sounding the horn without changing the driving position.

The new Mono control on the windshield is another convenience enabling the driver to quickly raise or lower the windshield with one hand. The double-rear vision mirror is amber coated to prevent glare of headlights from the rear. Rubber mats around pedals keep the interiors free from dust, rain, etc.

Automatic radiator shutters are an important feature for both summer and winter driving. The shutters open as the engine gets warmer and close when the engine is cool, thus maintaining the proper temperature at all times.

Other features include, new type three-spoke steering wheel of metal construction covered with hard rubber to guard against possible breakage. Trunk rack is standard equipment on all models while the trunk itself is standard on the 5-passenger coupe and Phaeton.

#### New Chassis Features

The Willys-Knight Great Six chassis reveals the most advanced practice in modern automotive engineering. The frame is a double drop type, bottle neck construction. The drop is 1½ inches while the difference in width of the frame at the front and rear axle amounts to 20 inches. This unusual type of construction gives the body a highly satisfactory support while the narrowness at the front permits a 38 degree turning angle without interference when turning to the left.

This improved construction of the frame, combined with shock absorbers on all four wheels and longer springs in greater riding comfort, and makes it possible to maintain a high rate of speed over rough roads with ease.

Another outstanding feature is the new heat control, manually operated from the dash. This assures a quicker warming up of the incoming gases, a decided feature in cold weather starting.

Equalization of cooling for all the cylinders is obtained by means of a new design of the water system. The water now enters the cylinder block from the rear instead of following the former practice of entering the block at the front. Temperature tests have shown this to be the most effective cooling system ever designed for a Willys-Knight sleeve-valve engine.

#### Smooth Gear Shift

The gear shift is smoother and quieter and considerably higher second gear speed is possible together with a faster pick-up. The timing has been changed and is a factor in producing increased power and higher top speed.

The car is instantly responsive to effortless driving by means of an improved steering mechanism of the cam and lever type. Other important improvements include the removal of crank-case legs in favour of a supporting space between the crank-case and transmission which is mounted on rubber cushion and frame brackets to soften out minor vibrations. The heavier seven-bearing crankshaft is another important factor that assures a minimum of vibration and results in smooth and quiet operation of the Knight double sleeve-valve engine.

The Bijur one-shot lubrication system to the chassis is employed which gives complete and positive lubrication to all important parts. This system is operated by means of a pedal mounted on the toe-board. Four wheel brakes are of the full internal expanding type which provides balance and protection from inclement weather. Instead of employing malleable casting as is commonly done in rear axle assemblies, Willys-Overland engineers have specified steel parts throughout.

#### Greater Power, Speed

The new Willys-Knight Great Six double sleeve-valve engine employed in the new model reveals considerable advancement, both in power and speed development. It has a bore of 3½ inches, a stroke of 4½ inches with 225 cubic inch piston displacement, developing 82 h.p. at 2,200 r.p.m.

This improved Willys-Knight double sleeve-valve engine with its ability to meet every speed and power demand of the owner, is expected to bring a new conception of performance to the cars selling in the Great Six classification. For years this type of power plant has maintained an outstanding reputation for smoothness, quiet operation and longer life than the average motor, and Willys-Overland engineers desire that the strenuous tests this particular engine has been subjected to indicate that it will set the highest standard for power performance than any previously evolved by Willys-Overland engineering laboratories.

In long and strenuous tests conducted by the Willys-Overland engineering department in various sections of the country, the new cars showed a speed development of more than 72 miles an hour over measured course, timed by stop watches.

World-wide distribution of the new models is under way with car building schedules at all Willys-Overland plants aimed at peak in order to meet the demands of the buying public. Executives of the company state that advance orders indicate that the new Great Six will surpass any previous sales mark ever reached by the company's higher priced line.

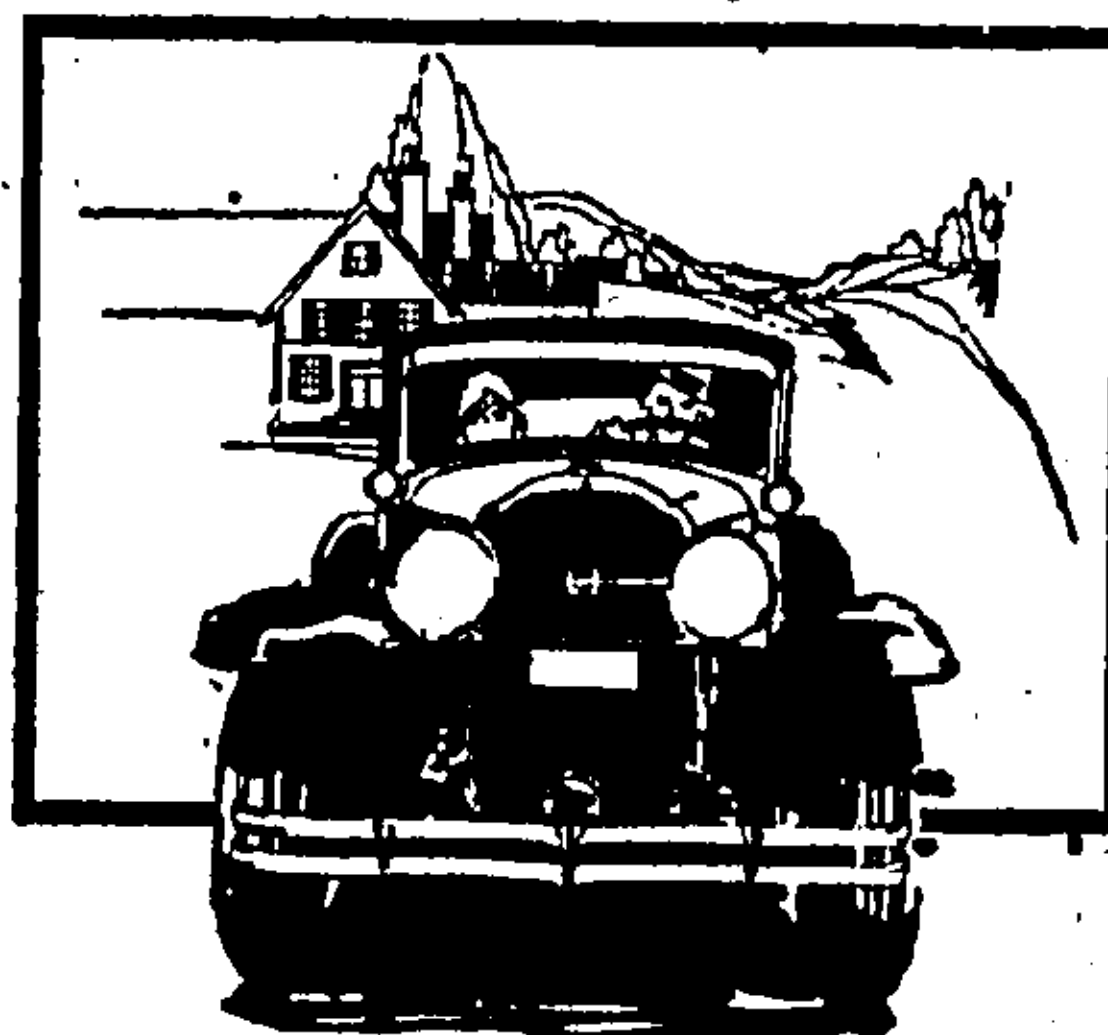
ALL KIND  
OF CAR  
REPAIRS.  
FIAT GARAGE  
37A, 37B, Des Voeux Rd. C.  
Tel. C. 481.



"A Product of General Motors."

POWER APLENTY FOR ANY ROAD!

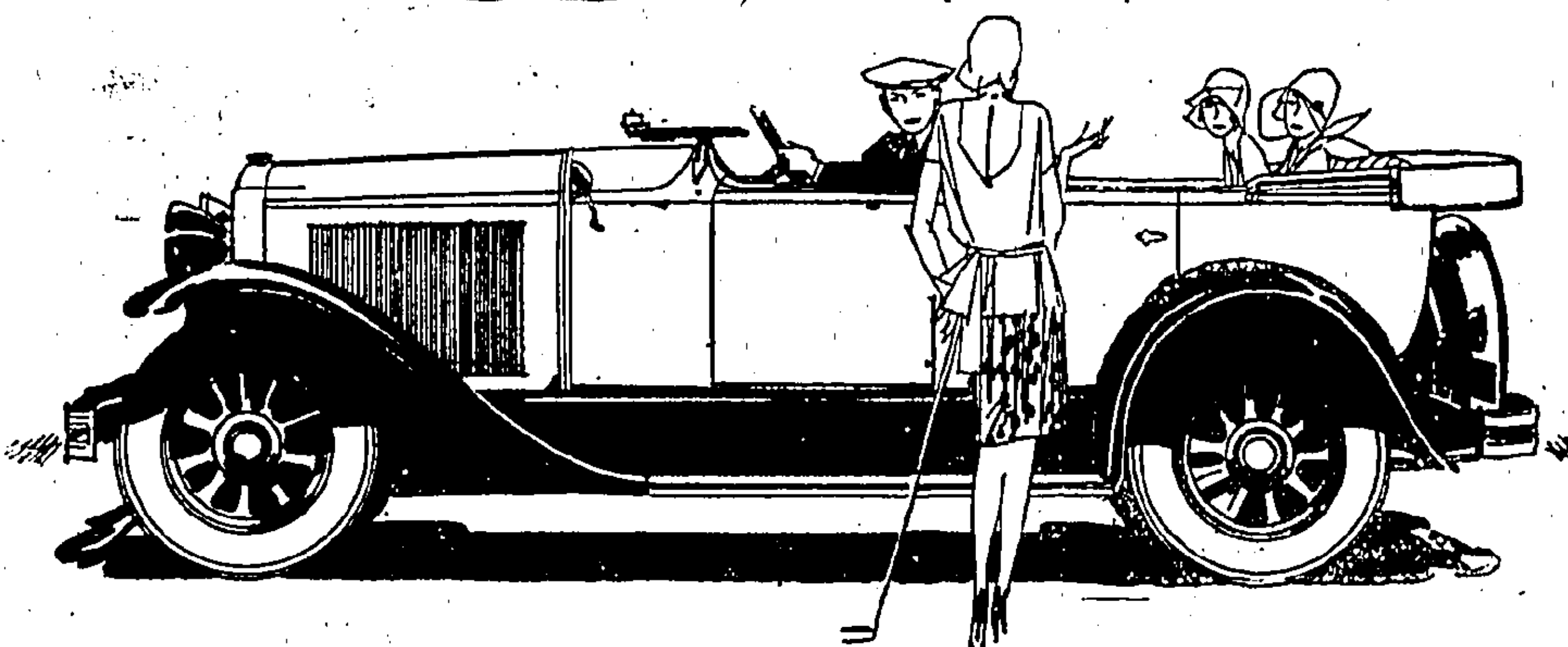
1930 MODELS NOW ON DISPLAY



No matter where your business may call you . . . or where your fancy may lead you . . . rest assured that the hills bring new thrills as you go over them with ease, that should you meet sandy, muddy spots on the trail, Buick's 8 per cent. greater power will pull you through quickly with characteristic Buick dependability.

Power to go—yes. And power to bring the car to a quick, smooth stop in traffic, or down steep grades, when emergencies make positive stopping imperative.

And matching this new power is the new appearance of the 1930 car—its sleek-looking, low-set bodies on longer wheelbases make this Buick look the part—make you want to drive it, or ride in it.



114" Wheelbase Marquette Models . . . . . \$81,470 to \$81,600  
118" Wheelbase Buick Models . . . . . \$81,800 to \$81,940

124" Wheelbase Buick Models . . . . . \$82,240 to \$82,275  
132" Wheelbase Buick Models . . . . . \$82,195 to \$82,890

THE  
DRAGON MOTOR CAR COMPANY LTD.  
33, Wong Nei Chung Road, Happy Valley  
Telephone Central 1246 or 1247.

### AID RAILWAYS

Motors A Valuable  
Adjunct

That the automobile is rapidly establishing itself as a valuable adjunct to rail transportation is clearly emphasized by the purchases of Studebaker passenger buses by leading electric and steam railways in the United States.

Owing to the greatly reduced investment and a significant decrease in operation costs, railroads are leaning to supplementary bus transportation, especially for shorter inter-city hauls, where this form of travel insures more economical, better, more comfortable and cleaner service to the passenger.

Studebaker buses in operation are largely the 115 horsepower, straight-eight, parlour car type, designed to accommodate from twenty-two to twenty-five passengers. For intra-city use also, Studebaker buses are in demand. Here, too, the pronounced rider appeal in appearance and comfort plus proved mechanical excellence, economy and quiet operation have brought about wide-spread acceptance of bus transportation.

### BAN THE MOTOR HORN!

The motor horn is a blot on our standard of intelligence, writes G. R. Stirling Taylor in the "Fortnightly Review."

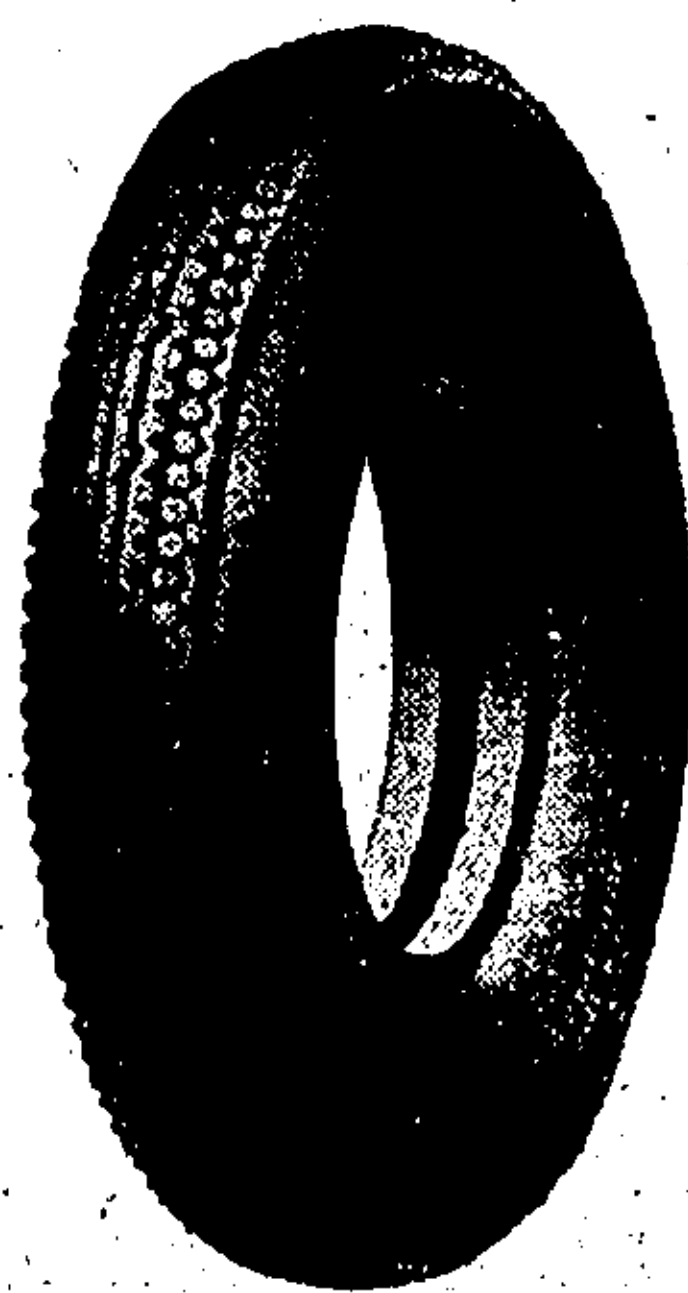
Only the dullest of dull bureaucrats could ever have imagined that the horn was a way of preventing accidents on the roads. It is merely a temptation to a motorist to drive at a high speed on the assumption that other users of the highways will hear and be scared out of the way.

To suggest to the thousands of thoughtless creatures who drive cars that their responsibility to their fellow-citizens can be discharged by pressing a horn bulb with their thumb or foot is a licence to take risks. To insist on every car carrying a horn is almost as stupid as if the education authorities insisted on every boy carrying a packet of T.N.T. in his pocket. Both horn and explosive are incitements to crime. Probably the first step towards safety on the roads, for both cars and walkers, would be to make the use of a motor horn a criminal offence. Drivers would then take reasonable precautions at corners instead of gambling chances.

The Last Word in Tyre

# MILEAGE

FISK RUGGED ALL-CORDS . . . . .



When you want the kind of mileage that cuts tyre costs to the bone, buy FISK ALL-CORDS. These tough tyres give longer service than you expect, because they are built to stand to-day's driving strain.

The thick thread gives a firm grip for quick stops and starts, and a carefully balanced design makes every part do its share.

With FISK ALL-CORDS on your car you can forget your tyres. But you cannot forget their EXCESS MILEAGE as they give the most tyre service for your money.

FISK MEANS MILEAGE, MILEAGE MEANS FISK

— OBTAINABLE AT ALL GARAGES UPON REQUEST. —

Sole Distributors:— GILMAN & CO.

Tel. C.290.

4A, Des Voeux Road C.

### AUGUST RECORDS

Fords Produce Splendid  
Figures

A new high peak for August domestic sales was reached by the Ford Motor Company. A total domestic sales figure of 165,847 Ford cars and trucks tops all previous August records.

Coupled with record sales during July, the Ford Motor Company announces a total of 336,523 Ford cars and trucks sold in the United States in the last two months period.

This is the largest total of sales for the corresponding two months period in the history of the company. It is announced that the prospects for September indicate another record-breaking month.

### A Diesel-Engined Tank

Recent tests by the French War Office with a Diesel engine on a tank resulted in a very favourable report being sent to headquarters, according to "Motor Transport." Apart from lower operating costs the main advantages of the type are the almost total elimination of fire risks and a 2.5 times increase in the radius action.



PACKARD. PLYMOUTH.  
CHRYSLER. DE SOTO  
Motor Cars.  
Sole Agents:  
REPUBLIC MOTOR COMPANY  
OF CHINA  
30-32, Des Voeux Road C.  
Tel. C. 1219 and C. 6252.

# The China Mail

Thursday, November 14, 1929.  
Tenth Moon, 14th Day.

ESTABLISHED  
1845

大英十一月十四號 禮拜四  
中華民國已巳年拾月十四日

HONG KONG, THURSDAY, NOVEMBER 14, 1929.

"OVERLAND CHINA MAIL"

SEND IT HOME!

THE WEEK'S NEWS  
ILLUSTRATED.

25 cts.

25 cts.



## LONDON SERVICE.

"SARPEDON" 24th Nov. M'Isles, London E'dam, & Glasgow  
"PERSEUS" 3rd Dec. M'Isles, London E'dam, & Hamburg

## LIVERPOOL SERVICE.

"AUTOLYCUS" 20th Nov. Genoa, Havre, Liverpool, & Glasgow  
"CYCLOPS" 20th Dec. Genoa, Havre, Liverpool, & Glasgow

## NEW YORK SERVICE.

(with transshipment at Singapore).  
Leaves Hongkong Leaves Singapore Arrives New York  
"SARPEDON" 20th Nov. "LYCAON" 9th Dec. 16th Jan.  
Hongkong to New York 61 days.

## PACIFIC SERVICE.

via KORE & YOKOHAMA.  
"TYNDAREUS" 23rd Nov. Victoria, & Vancouver  
"TEUCER" 12th Dec. Victoria, & Vancouver

## INWARD SERVICE.

"PATROCLUS" Due 14th Nov. For Shanghai, Taku & Dairen

## PASSENGER SERVICE.

"PATROCLUS" 17th Nov. Shanghai, Taku & Dairen  
"SARPEDON" 20th Nov. M'Isles, London E'dam, & Glasgow  
Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to:-

Butterfield & Swire,

## POST OFFICE NOTICE.

### RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.  
Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

### INWARD MAILS.

| From  | Per                          |
|---|------------------------------|
| Straits   | TUESDAY, NOVEMBER 14.        |
| Shanghai and Amoy   | ..... Lahore                 |
| London (Parcels only, Oct. 10) and the Straits                | ..... Friday, NOVEMBER 15.   |
| Japan and Shanghai  | ..... Saturday, NOVEMBER 16. |
| U.S.A. (San Francisco, Oct. 18), Honolulu, Japan and Shanghai | ..... President Monroe       |
| Shanghai and Swatow   | ..... Sinkingiang            |
| Manila  | SUNDAY, NOVEMBER 17.         |
| Amoy  | ..... President Taft         |
| Europe via Negapatam (Letters & Papers, London, Oct. 17)      | ..... Monday, NOVEMBER 18.   |
| Japan and Shanghai  | ..... Shirala                |
| U.S.A. (San Francisco, Oct. 26), Honolulu, Japan and Shanghai | ..... Kutsang                |
|   | ..... Shidzuoka Maru         |
|   | ..... President McKinley     |

### OUTWARD MAILS.

| For  | Per   |
|--|---|
| Manila, Australia & New Zealand via Thursday Island                              | THURSDAY, NOVEMBER 14.                                      |
| Sam Shui and Wuchow  | ..... Taiping   |
| Holhow, Pakhoi and Haiphong  | ..... (Due Thursday Island, Nov. 26.)                       |
| Swatow, Amoy and Foochow   | ..... Nov. 14, 5 p.m.                                       |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles | ..... Nov. 15, 9.45 a.m.                                    |
|  | ..... Letters ..... 10.30 a.m.                              |
|  | ..... Kong So ..... 4 p.m.                                  |
|  | ..... Friday, NOVEMBER 15.                                  |
|  | ..... Limchow ..... 8.30 a.m.                               |
|  | ..... Hanyang ..... 1 p.m.                                  |
|  | ..... Atsuta Maru   |
|  | ..... (Due Marseilles, Dec. 15.)                            |
|  | ..... G.P.O.  |
| Registration Nov. 15, 4.30 p.m.  | Registration Nov. 15, 8.45 a.m.                             |
| Letters Nov. 16, 9 a.m.  | Letters Nov. 16, 9.30 a.m.                                  |
|  | ..... Saturday, NOVEMBER 16.                                |
| The British Isles and Europe via Liverpool                                       | ..... Empress of France                                     |
|  | ..... (Due Liverpool about Dec. 7.)                         |
|  | ..... Registration Nov. 15, 9.15 a.m.                       |
|  | ..... Letters ..... 10 a.m.                                 |
| Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.  | ..... Empress of Canada                                     |
|  | ..... (Due Vancouver, B.C., Dec. 2 and Europe via Siberia.) |
|  | ..... Nov. 16, 11 a.m.                                      |
|  | ..... Registration ..... 12.15 p.m.                         |
|  | ..... Letters ..... 1 p.m.                                  |
|  | ..... Chip Shing ..... 5 p.m.                               |

\*Subscribed correspondence only.

## ATTEMPT TO WRECK CHEN'S TRAIN

'GROSSLY EXAGGERATED' STORY OF SMALL INCIDENT

NOT POLITICAL

[From Our Own Correspondent.] Canton, Yesterday.  
The report contained in one of the Hong Kong evening papers yesterday that a desperate attempt was made against the train conveying Chairman Chen Ming-shu, near the Shui-kwan station, on the Canton-Hankow line a few days ago, is grossly exaggerated. Our correspondent is officially informed to-day that no incident of any kind happened to the Chairman either on his journey to or return from Shui-kwan on Sunday last.

Rail Loosened

But on Monday night, a rail was loosened on the section below Ying-tak, probably done by bandits, as such happenings are not uncommon, but the rail was soon repaired and no damage of any sort beyond this was suffered by the line. In the opinion of official circles, there was absolutely no political connection in this incident with the Chairman, as the foregoing paper would wish to make out.

"The Ironsides"

In an interview at the Headquarters, our correspondent is today informed that contrary to all Hong Kong reports the "Ironsides" have not occupied Kwailin. They penetrated Kwailin, advancing to Yenling, the farthest point south, which is 100 li from Kwailin.

Finding Kwailin too strongly guarded, under General Yang Teng-fai's division of Kwangsi troops, they evacuated Yenling and proceeded north-east towards the border of Kwangtung.

They passed through Ling-chuen, and two days ago they were reported to have arrived at Shing-on on the border of Hunan. Here, according to aeroplane report, they appeared to divide their forces into two bodies, one going into Chuan-chow in Hunan and the other towards Chuan-yang on the way to the Kwangtung border.

Only 10,000 Men

The number of the Ironsides remnants is definitely known according to report from Liang-chuen. All told the Ironsides number about 10,000 men, including a large number of camp followers. They have 98 pack animals, and the men are still in their summer wear, consisting of one suit to each man. All the time, they are under the observation of planes, which report to the Headquarters every movement of the insurgents.

## FOR CHINA

### Appointment of New U.S. Minister

Washington, Yesterday.  
Mr. Nelson T. Johnson has been appointed Minister for China.—Reuter's American Service.

## WAR MINISTER ILL

Washington, Yesterday.  
The Secretary of War, Mr. Good, was operated on to-day for appendicitis. His condition is extremely serious.—Reuter's American Service.

## DISASTER TO THE FISHING FLEET

TWO DRIFTERS SUNK AND LIVES LOST

NET WORTH £90,000 LOST

Rugby, Yesterday.  
Mr. Adamson, Secretary for Scotland, said he was grieved to announce a disaster of the East Anglian coast on Monday afternoon to the Scottish fishing fleet. The fleet left early in the morning before a gale warning reached the skipper, and proceeded to the fishing grounds, where they shot their nets about 1 o'clock in the afternoon.

A gale of great fury swept the fleet, with the result that two drifters were sunk and three lives were lost. In addition, some 200 vessels from Lowestoft lost 11,000 nets, and 400 vessels from Yarmouth lost 20,000 nets.

The present value of the nets was about £90,000, and the cost of replacement would be about £150,000.—British Wireless Service.

1929 rainfall . . . 69.18 inches

Average . . . . . 81.27 inches.

Deficit . . . . . 12.09 inches

## COLONIAL DEFENCE

### The Question Of Forces For Palestine

Rugby, Yesterday.  
Replying to questions in the House of Commons Mr. D. Lunn, Under-Secretary for the Colonies, said that the withdrawal of special armoured forces formerly maintained in Jewish colonies in Palestine for the purpose of defence was carried out gradually over a period of some five years prior to the late disturbances. Armoured forces were withdrawn as communications improved and the mobility of regular security forces of the country increased. At the time of the outbreak some sixteen or seventeen colonies still retained rifles.

The question of the protection of the colonies was being reviewed by the High Commissioner in the light of recent events. The military garrison of Palestine and Trans-Jordan at present consisted of the 2nd and 3rd Squadrons of the Royal Air Force, five sections of armoured cars, two infantry battalions and a Trans-Jordan Frontier Force of four companies. Two hundred additional British police had been engaged for the period of one year in the first instance.—British Wireless Service.

## NEW SECRETARY in Succession to Sir Robert Vansittart

Rugby, Yesterday.  
The Premier has appointed Mr. Patrick Duff to be his principal Private Secretary in succession to Sir Robert Vansittart, appointed Permanent Under-Secretary of State, Foreign Office.—British Wireless Service.

## POPPY DAY IN CANTON

RECEIPTS COMING CLOSE TO HONG KONG

SPEECH BEFORE AUCTION

[From Our Own Correspondent.] Canton, Yesterday.  
The receipts up to date are close on Hong Kong, \$2,500, and there are still odd amounts coming in.

We give below in full the speech which Mr. William Galloway, President of the Ex-Service Men's Association, made in the Canton Club before the auctioning of the poppies:—

The passage of time is often measured in groups or periods of years — a century, a quarter of a century; the shortest of such periods is a decade. Last year we observed the completion of the first decennium since the Armistice, to-day we are entering upon the first year of the second. Time is the great healer, but alas! it induces forgetfulness and in order to combat this inclination we keep Armistice Day as "Remembrance Day."

The note I wish to strike to-day is one often touched on by the late Earl Haig of Beamserside. The last time I saw him we were standing in the beautiful little churchyard of my native village—Minto—whose small and unpretentious though beautiful War Memorial was graciously being unveiled by the famous Field-Marshal. It was a lovely summer afternoon and the shadows were chasing one another ceaselessly across the Border Hills and down into the Teviot Valley, a most entrancing setting.

Remember the Living  
Earl Haig's words were, "Whilst we are honouring the dead, do not let us forget the living." No one has done more for the wounded and disabled soldier of Britain than the famous Field-Marshal who has given his name to the Fund we are supporting to-day.

Now, alas, we mourn him also. I visited his grave little more than a year ago. There he lies in Scotland's Holy of Holies — Dryburgh Abbey—alongside Sir Walter Scott, within easy earshot of the murmur of the silvery Tweed and close to his own family seat Beamserside. His grave was strewn with Flanders Poppies and marked by an old plain wooden cross bearing this simple superscription:—

D. HAIG.  
29th January, 1928.  
Do not let us forget the living. Let us follow Haig's example. Let us support this Fund to-day, no subscription is too small. I now wish you all to join with me in drinking a silent toast to those, who by sacrificing themselves, enabled us to live.  
'Dulce et decorum est pro patria mori.'  
Ladies and Gentlemen . . .  
"The Glorious Dead."

## SETTLEMENTS BANK

### Headquarters To Be In Switzerland

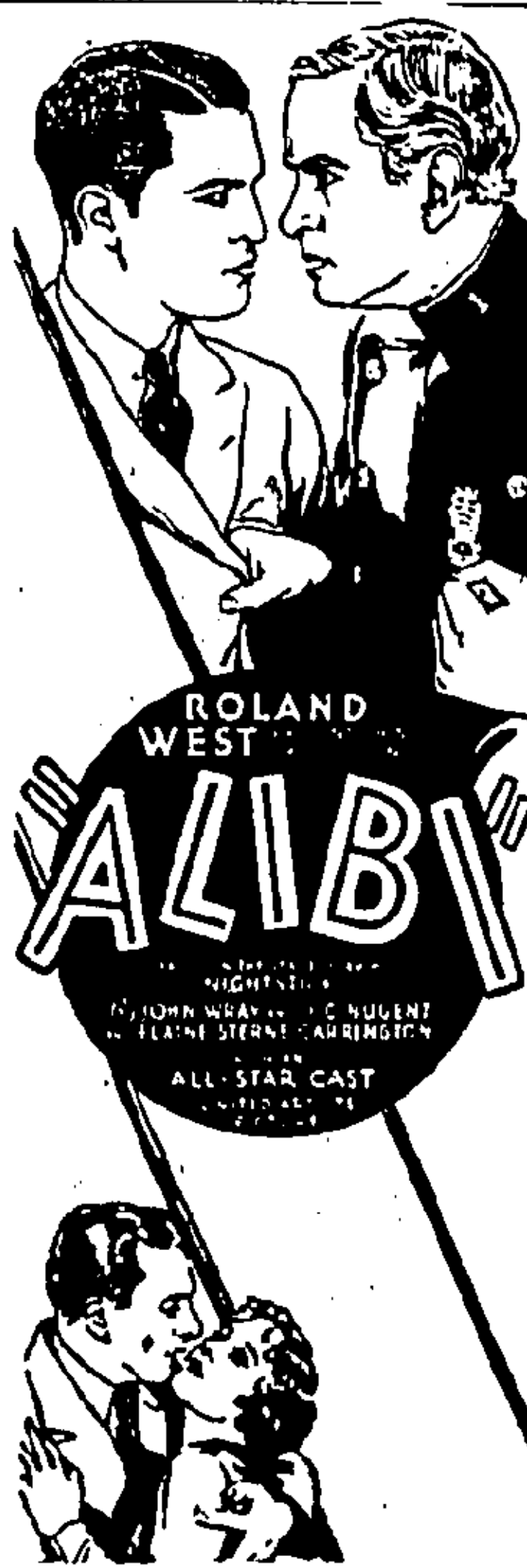
Baden Baden, Yesterday.  
The organising committee of the Bank of International Settlements have signed an agreement and the document will now go to Brussels for signature by the chief Belgian delegates, who have already left for the conference.—Reuter.

[After five weeks' deliberations, the organising committee of the International Settlements Bank have practically agreed upon all points. A decision that its headquarters should be in Switzerland was reached, in the absence of the Belgian delegates, who wanted it to be in Brussels.  
The International Bank will be established at Basel, because there are excellent railway, telegraph and telephone communications.]

## EUROPEAN'S ORDEAL

### Unable To Make A Coherent Statement

Tientsin, Yesterday.  
Mr. Brenner returned to his residence this morning. His condition was very nervous and he was unable to make a coherent statement of his kidnapping and release. It is stated that the kidnappers last night reduced the ransom to \$50,000 (Mex), but Brenner's brother denies that the money was paid and no explanation of his release has so far been forthcoming.—Reuter.



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QUEEN'S SATURDAY  
AT  
2.30  
5.10  
7.15  
9.20



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ANTONIO MORENO  
HELENE COSTELLO  
MYRNA LOY—WILLIAM RUSSELL  
A Warner Bros. Production

AT THE STAR TO-DAY TO SATURDAY  
At 5.30 & 9.20



AT THE WORLD TO-DAY TO SATURDAY  
Continuous Performance  
from 1.15 to 11.15

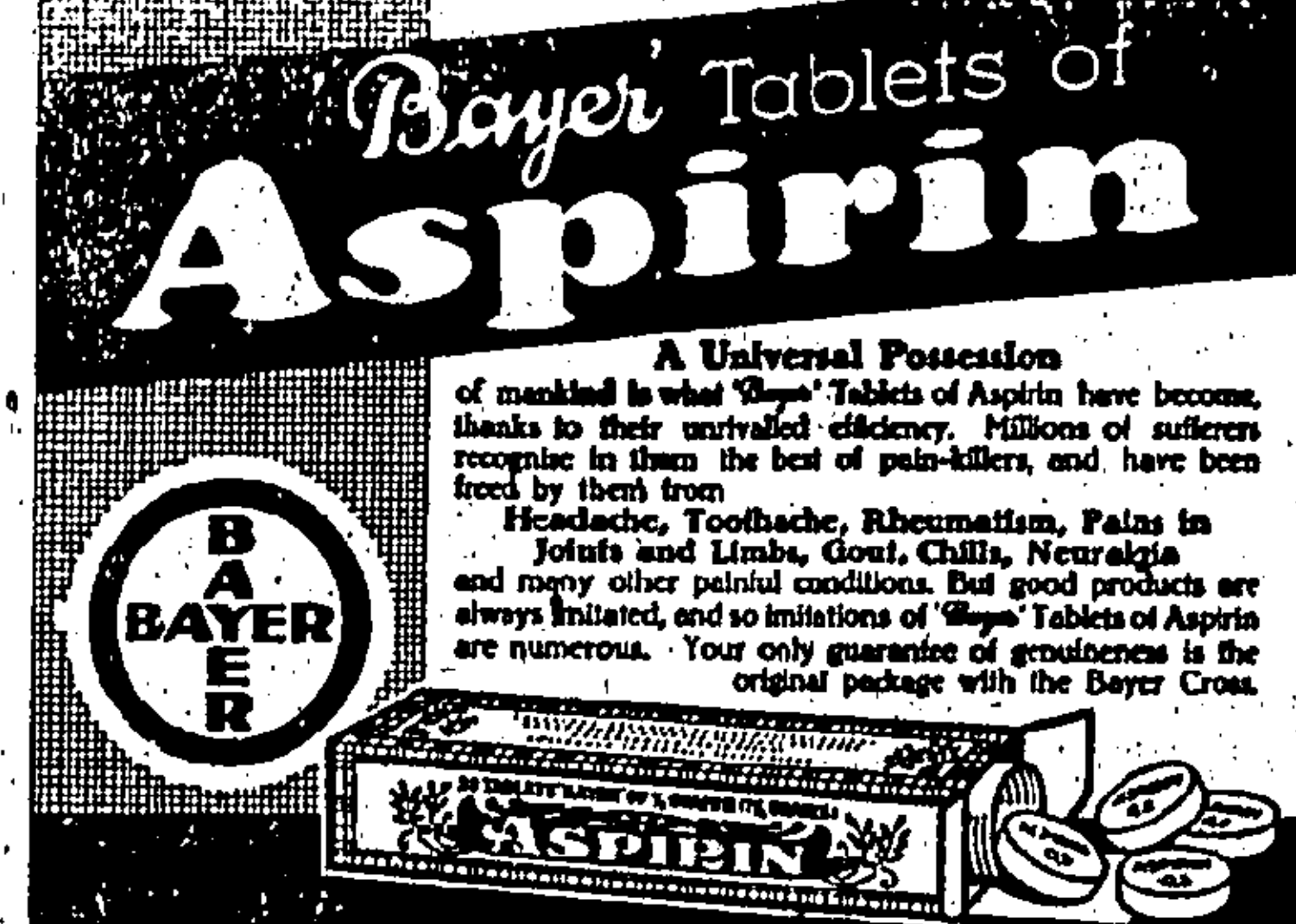


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